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SEAFARING

THE ORGAN OF THE SEAFARING CLASS,
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.

A Weekly Newspaper for Seafaring Folk and their Friends.

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Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

International Seamen's Congress.—“The recognised organ of seafaring men.”

Resolution passed at meetings of seafaring men in principal ports:—“This meeting pledges itself to support SEAFARING.”

Ship Masters' and Officers' Union.—“Best medium for advertising.”

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Liverpool Daily Post.—“Most popular.”

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Liverpool Mercury.—“The organ of the seafaring class.”

Weekly Times and Echo.—“The parent of the Seamen's and Fishermen's Unions.”

Weekly Dispatch.—“The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor.”

The People.—“Useful.”

Liverpool Echo.—“Multiform attractions.”

The Democrat.—“Useful work.”

Seaboard.—“A warranty of long life.”

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Hampshire Independent.—“Well conducted.”

Cork Examiner.—“Most valuable.”

South Wales Echo.—“Well edited.”

Hastings News.—“A welcome guest.”

FIGHT FOR FREEDOM.

ACTION IN LONDON, CARDIFF, AND HULL.

THE WAR SPREADING.

THOUSANDS ON STRIKE.

GREAT DEMONSTRATIONS.

MASS MEETINGS—STIRRING SPEECHES.

UNION MEN SOLID AND CONFIDENT OF VICTORY.

The combination of capitalists formed to destroy all genuine labour combinations, has succeeded in extending the war which has been raging in London for some time to Cardiff and Hull.

The fight between the Shipowners' Federation and the Federated Unions connected with shipping has, since the last issue of SEAFARING, become more serious and fierce. In London the chief change that has occurred is that the stevedores have issued the following manifesto:—

“Amalgamated Stevedores' Labour Protection League, Branches 1 to 13. To the members of the above Branches,—Your Council having taken into serious consideration the present position, and tried all means of conciliation and failed, have come to the conclusion that there is no alternative but to order you to abstain from working upon any or all vessels of those firms employing Federation labour. —By order of the Executive Council.”

This means that some three thousand men, skilled workmen, will help the Seamen's Union in London against the Shipowners' Federation. At Cardiff, towards the end of last week, some coal tipplers at the Bute Docks declined to work on a Federation ship. These men being threatened with prosecution others struck, with the result that the dockers, and sailors and firemen have also struck, and the Executive Strike Committee have issued the following manifesto:—

“To Trades Unionists and friends of labour in the United Kingdom.—The present struggle in the port of Cardiff marks a crisis in industrial history. Voluntary combination is being menaced with danger through the despotism of a clique of short-sighted capitalists who are aiming a blow at the foundation of Trade Unionism. The method adopted is most reprehensible—that of bribing men by undue preference to become renegades to their Union. By paying incompetent labour a much higher remuneration than has ever been asked by competent or organised labour, no efforts have been made to disguise a deliberate intention of breaking down the Union, and all hopes of a better state of feeling existing between capital and labour have been ruthlessly dashed to the ground by the employers attempting to force all men to join a bogus Union, work only being given to men holding tickets of aforesaid 'free labour' Unions.”

“We have borne this harsh treatment silently, hoping against hope that organised labour would be recognised. Repeated efforts for many months have been made to form a Conciliation Board for representatives of organised capital and organised labour. All such efforts of ours have been met

with insolent contempt and refusal to treat, bogus Unions being held to the front as an excuse to evade recognition of labour claims. Every overture for peace has been ignored, frivolous issues being given though the gravest issues were involved. Straightforward conduct on our side has not been met with the courtesy it deserved; while another cry was raised of neutrality, every effort has been made to place the Unionist at a disadvantage, the necessities of the workman making him an easy prey to the bribery offered.

“The following will show the means used to thwart mutual unity—

(a) Bristol Channel Employers' Association scheme of Sir Wm. Thomas Lewis, managed by a man named Capper.—A legal compact by which the employer would abstract from the worker any money forfeited by a misunderstanding, while the labourer would be liable to imprisonment.

(b) Shipping Federation—Free Labour—the party of “bounty and booze.”

(c) Boarding-masters' Association, who contract to supply men at so much per head.

(d) Employment of local contractors to further extend and introduce new labour into the port while more than a thousand are constantly without employment.

“We have raised no objection to non-Unionist labour provided our fellow-workmates are not induced to frustrate the legitimate objects of Unionism. No steps were taken so long as in the Press the employers avowed their wish to be impartial. Not until an organised and deliberate blow was struck at us did we adopt any means of defence.

“The law was invoked to run up costs, and men imprisoned on the slightest pretence—a barbarism worthy of the Middle Ages, when men were hunted and whipped as slaves for daring to resent outrage and tyranny.

“The employers have forced us to adopt defensive tactics; we have delayed taking reprisals in the interests of the port, and for the sake of the thousands who are pinched in such a struggle. We regret the necessity of stopping all work in the port; we deplore that arbitrary measure of the other side leave us no alternative.

“In completely blocking we have exceptional chances, as the labour in this port is the most perfectly organised in the kingdom, every trade being connected as close as interests are identical.

“We call upon our fellow-countrymen and Trades Unionists to support us in wresting from callous and despotic capital the right and powers to combine by common consent.

“There is an enthusiasm and determination characteristic of Welshmen abounding so that success is certain by the help of the true friends of labour.”

This help it may be hoped will be freely forthcoming. Meanwhile the Hull seamen, dockers, etc., have decided that from to-day they will decline to work upon any Federation vessel. It will thus be seen that the fight promises to be a fierce and severe one. As usual, authentic information as to how the fight is going is hard to get, and rarely to be found in the ordinary newspapers, but it may safely be stated that while the action of the Shipowners' Federation has caused many men to lose work for the time, the strike is costing the capitalists enormous loss. At Cardiff the town has been saddled with the cost of keeping extra police, who are not required except to protect blackleg vagabonds who pay no rates, or to incite Union men to violence. The men employed on the tips are said to be mostly incompetent. Hydraulic men, railway men, and others are said to be on the eve of coming out in support of the Union men, so it is expected that in a few days labour will be at a standstill. To get the men who are at work beer and bribery are necessary in most cases.

DEMONSTRATIONS IN CARDIFF.

On Monday a demonstration organised by the leaders of the men on strike, took place at Cardiff. Gathering near the Sailors' and Firemen's offices in West Bute-street about 1,000 strong, the men were marshalled into processional order, but long before St. Mary-street was approached the number taking part increased to 3,000. Manager Howells, of the Seamen's Union Stores, piloted the way on a bicycle, followed by police; then came a trap containing Messrs. Wilson and Mitchell, of the district office staff, and next the leaders of the Federated Unions, among whom were Mr. John Gardner (district secretary Seamen's Union), Mr. Harry Orbell (organiser to the dockers), Mr. J. O'Leary (district investigator to the dockers), Mr. T. Sullivan (chairman of the district to the dockers), Mr. T. Wingfield (general secretary of the National Amalgamated Riggers' and Hobblers' Union), Mr. J. Harrison (Barry secretary to the seamen), and Mr. James Cawson (president to the Cardiff Branch of the Seamen's Union). Next, preceded by the Cardiff Mechanics' band, floated the splendidly-executed banner of the local seamen, the motto,

"FULL TOGETHER,"

being appropriate to the occasion. Numbers of small flags were borne by the processionists, and just before the Hibernians and scratch band which brought up the rear was the old banner of the seamen, on which was displayed the words, "All for one and one for all," a motto which elicited cheer after cheer along the route. Passing up Bute-street the Unionists were curiously watched by the large crowds lining the pavements, and when near the Pelican Club, the strikers' headquarters, the cheers were most vociferous. When Mr. Ben Tillett, who was accompanied by Mr. Malpus, of Bristol, arrived on the scene, his appearance was cordially welcomed.

Mr. Gardner, addressing the assemblage from the window of a hotel, said: Our opponents have thrown down the gauntlet, and we have taken it up. (Cheers.) They have given us one or two challenges. I will give them another. I challenge them, with all their boast of the numbers they have in this so-called Federation—I challenge them to produce such a magnificent spectacle as this in six hours as we have done to-day. I will give them another challenge. If they will convene a meeting and let me and my friends attend on their platform, I will guarantee that we'll get an adverse resolution passed in their meeting, and I will give them the same opportunity to attend our meeting, and I will challenge them to produce the same effect.

Mr. Ben Tillett next addressed the gathering, pointing out the necessity of advising sobriety, resolution and courage, and saying: Make the old woman the Chancellor of the Exchequer—(laughter)—and you will get better and certainly more grub. (Loud cheers.) For the last seven months, he said, they had waited for a hearing, waited for the men to deliberate, but they had shuffled and evaded, and had boasted about putting other men in their places. While the Shipping Federation complained of their drinking habits, they forgot that they themselves were setting a very bad example—(hear, hear)—the Shipping Federation, the party of

BOUNTY AND BOOZE—

(applause)—the party of free labour and free beer—(hooting)—the party who went in for free labourers. He would tell them how they did it. They got men aboard a ship called the *Scotland*, and they got men from Scotland Yard—(laughter)—and when the men on the *Scotland* wanted to be paid for overtime, the men from Scotland Yard gave them a pummeling and kicked them over the side of the ship. (Hooting.) That was what they called free labour. They in Cardiff who talked so much about freedom, why did they not allow other people to have freedom? Why did they not allow their employers to combine and to express, in a systematic way, the voice of the whole of the workmen? No, they could have liberty so long as it did not interfere with them, but when it did they showed how much Christianity there was in them. (Hear, hear.) They could not put back the hands of the clock. (Cheers.) No; this battle, which had been started, was

A BATTLE FOR POSTERITY.

(Cheers.) They were fighting for their children, for their wives, and for their homes, and they were going to continue in the fight until their homes, their wives, their children, and themselves should have the real liberty they had been fighting for. (Cheers.) He was glad to see that the temper of the men of Cardiff was all that could be desired. All that they wanted—all they were fighting for now—was the right of free men to combine. Why should not the employers admit and recognise this, instead of going elsewhere and putting up

posters, lying like Hell itself, saying there was no strike? (Cheers.) They wanted the employers to be honest. There were a few shots in the locker—(laughter and cheers)—and as long as there was a shot in the locker—("Fire it"). They were not fighting for free labour the same as they had in London. There they put nearly half a cargo overboard in trying to get it between the quay and the ship. (Laughter.) As to some of the sailors they got, where on earth they found them he did not know. They could not tell the funnel from the main mast. (Loud laughter.) They wanted to deal honestly and squarely with the employers; they were preparing to put men who were honest, sober, willing, and capable in the places of the shuffling, drunken crews they were employing to do their dirty work, robbing their fellowmen, their own class, of the heritage of right that God himself had given to everyone with a heart in his body. (Cheers.)

Mr. Harry Orbell said that if Sir W. T. Lewis—(hooting)—had a look at them he would say, "After all, these dockers and firemen are not so easy to break up as I thought." (Cheers.) He felt that he must thank those who were out for doing what he had told them to do, and would again say that when policemen started kicking them they must not kick them back. Although some time back Sir W. T. Lewis said that he had 5,000 or 10,000 men ready, he had been obliged to go and scrape up his "scallywags" of coal foremen and local preachers to tip the coal—(laughter)—and he found that use was being made of chapel-deacons, who were coal foremen, to tip coal and teach others. (Laughter.) He blamed the Marquis of Bute as much as Sir W. T. Lewis, for the best of the two was only the best of a bad lot. (Laughter and cheers.) In spite, however, of using dock police to kick men about, the strikers had managed to act as men, and they were outside a prison instead of being inside, where Sir W. T. Lewis hoped to see them. (Hear, hear.) In concluding, he advised them that if they came across any "scallywags" they should keep clear of them, treat them with contempt, and not soil their knuckles upon them—(A voice: "No, nor our boots," and laughter)—for their boots, but give them a wide berth. (Much cheering.)

The crowd then dispersed.

MR. TILLETT ON THE ORIGIN OF THE STRIKE.

Monday night a mass meeting of the Federated Trades Unionists was held in Colonial-hall, Cardiff, which was crowded. Mr. Gardner presided, and he was attended on the platform by Mr. Ben Tillett, Mr. Harry Orbell, and other local labour leaders. After a couple of "labour chants" had been sung to popular melodies, the chairman briefly opened the proceedings, and called on

Mr. Ben Tillett, who was received with cheers, he said last August the dockers decided to push their claims, but when the railwaymen resolved to go on strike they waived those claims in order to narrow the area of the dispute, and to enable the directors more easily to gauge the position and claims of their employees. Prior to the railway strike they (the dockers) had been soliciting an interview with Sir William Thomas Lewis—(hisses)—but somehow or other they could not get any nearer to him than Mr. Morgan, who at times would cajole, and at other times would threaten. But the men persisted, and if it had not been for the railway strike last autumn in all probability the present strike would have been forced on them. They heard, however, from some reliable sources that the chamber of commerce was anxious to have a business arrangement with them, that it did not like the barbarism of a strike, and being composed of gentlemen of education and position they would rather adopt a refined method. After the strike the tippers put in their claim in as nice a way as possible, but Sir W. T. Lewis went to Germany, and next to America. They still waited patiently, not wanting to put the port to any inconvenience, and believing there was a shred of honour and decency in the other side, and that if they acted as men in a reasonable way they were bound to force them to acknowledge the uprightness of their conduct. (Applause.) Well, after Sir W. T. Lewis came back from America, and after a lot of sparing, the local men went to Sir W. T. Lewis, and the first words he said were, according to the report of those who met him, "Well, you know, I could bring 5,000 men from London, if I liked." (Laughter.) And they found that what Sir William Thomas Lewis was offering them would make their position ten times worse than that which they wanted to remedy. The men were to be bound practically hand and foot. The scheme was offered to the Chamber of Commerce, but, somehow or other, the thing "did not wash." When their men wanted some recognition Sir William Thomas Lewis

employed a man named Strachan, and when David Morgan could not do some of the work which Sir W. T. Lewis wanted done Strachan's services were sought. Strachan contracted to do the ballast work of the port very much under the price paid to the former gentleman. He immediately showed his love to the men by

REDUCING WAGES.

(Laughter.) His sympathy was shown by his action in putting the Dockers' Union men outside, and employing in some cases "free labour" and in other cases men of another Union. Some people were saying that this was a struggle in which the seamen and firemen only should be engaged, and that they were playing the game of only one Union. It was no such thing. That issue was as broad as their interests were identical. (Applause.) It was not only the seamen they were fighting for—they were fighting for

THE RIGHT OF COMBINATION.

Their opponents could not, and would not, recognise the good of a common humanity. They had as yet not recognised that love and sympathy that

CHRIST TAUGHT

against the world—that was living to-day, and would go on until every man had learned to love his neighbour as himself, and so be at peace with his fellow man. (Applause.) The past had been the capitalists, but with God's help they would make the future the future of the workmen and of his wife and "kiddies." (Loud cheers.) This was a great struggle which they had entered into. It was a struggle for their

VERY EXISTENCE

in one way, and they meant to fight it, and fight it to the bitter end. (Applause.) The employers should not think they were weak any longer. The allied interests were with the men—the Federated Unions. (Applause.) Next, they had the support of the Cardiff Trades Council—(cheers)—and besides they were already promised assistance from a large number of Trade Societies. (Applause.) The workmen in other ports were watching them. Were the men of Wales courageous enough to fight for their liberties as their fathers had before them? He believed they were. (Applause.) Did they have backbone enough to all throw in their lot? If they had then there was no doubt but that they would win a grand victory. (Applause.)

Mr. Wingfield (Riggers' and Hobblers' Union), who was received with applause, spoke on behalf of the riggers and hobblers of the port, when he declared that they would guarantee their support to the seamen and dockers. They were all one.

FEDERATED

mass of labour, and as such were determined to stand and fall. (Applause.) In this crisis it was their duty to stand by one another. He had never been an agitator until this strife came about, but he and many others could no longer remain passive.

The chairman said he had a letter put into his hand which showed up the trickery and deceit that was being practised not only by the shipowners, but by others who ought to see justice done as between man and man. The letter read thus:—

"Steamship *Rheubina*, Port Talbot, Feb. 8, 1891. The Strike Committee.—Sirs,—I wish to inform you privately, that the crew of the above steamship are not signed clear of the ship; and I here give you a copy of the instructions sent on to the captain by the owners this morning."

The latter ran something like the following:—

"We received your telegraph message on Saturday, and duly note contents. Keep your crew on privately; we

INTEND FIGHTING

the Unions, and will, if necessary, send on men to discharge ship.—J. COPY AND SONS." Make good use of this information. It is true.

(Hisses.) What would Mr. Laws say now in the face of this, when one of the principal firms in the Federation said they intended fighting the Unions? (Applause.)

Mr. Hilbourne (Amalgamated Society of Railway Servants) said he believed the seamen and dockers had met in a just and righteous cause. He considered that the capitalist was striking a direct blow at Trade Unionism. When the railway men were on strike some time ago they received the assistance of the other Unions, and he felt it to be his duty to give them in return what assistance he could.

Mr. Orbell having spoken, the following resolution was carried unanimously with loud cheers: "That this meeting of dockers, seamen, national labourers, and all workmen now involved in the

dispute at the port of Cardiff hereby pledge themselves to resist the efforts now being made to crush our labour organisation, and to call upon the railway and other workers, if necessary, to co-operate with us until a better understanding is arrived at between employer and employed."

On Tuesday, after a procession, a number of Union men assembled at the Pelican Club. Mr. J. H. Wilson presided, and in opening the proceedings, which were throughout characterised by the utmost enthusiasm, he congratulated the men on the unity which they had displayed. With the help of other Unions, which he felt

CONFIDENT

would be extended to them, there could be no doubt but that they would succeed in winning the struggle. To do this all they needed was to succeed in "blocking" any shipowner who showed his preference for "blackleg" labour by preventing his ship going to sea with a Union crew. (Cheers.)

Mr. Harry Orbell next addressed the meeting, and reminded them that the result of the fight depended on each individual. (Cheers.)

Mr. Ben Tillet said they did not fight to say—as someone had said in the Press—who the employers should employ. (Cheers.) They fought for the principle which allowed every employed man to say whether or no he would shake hands with his fellow and stick to him through thick and thin. (Applause.) They were fighting for that principle, and they were

GOING TO WIN.

But they were only going to win so long as there was backbone in the men they were leading. It seemed to him that they had been too passive, too tame, too goody-goody in the past. They were working for people who prayed all day on Sundays for the forgiveness of their sins, and then preyed all the week on their fellow beings. (Cheers and laughter.) It was a most remarkable thing that the Dock Company had refused to give their tippers a recognition, and yet they took on the scum—any dirt which came along to serve their purpose—and gave it 30s. a week, and grub and beer all found. (Laughter.) The tippers in Cardiff would think themselves handsomely treated to have 30s. a week clear. The employers were very kind to the scum when they paid such wages under such conditions. The labour movement was

FULL OF LIFE,

and the employers had tried everything to beat them except burning them. (Laughter.) They had failed to crush the labour movement, because it grew stronger every day, and would live and flourish when they were all gone. Then labour would be recognised, and the loafer, whether rich or poor, would be banished from society. (Cheers.) If they stuck together they would easily beat the party of bounty and booze. (Applause.)

Mr. Wilson asked whether it was their desire that all ships should be blocked that were loaded by blackleg labour. (Loud cries of "Yes," and "That's right.")

It was then proposed by a sailor:—

"That until such time as the Bute Docks Company discharge their blacklegs, no men will be allowed to sign on any vessel lying in the Bute or any other dock while a dispute is pending."

This resolution was carried without a dissentient.

Mr. Wilson then stated the federation of so-called free labour had had a lot to say about knocking the Seamen's Union out of time. The seamen had never shown the Federation what they could do yet.

Mr. Wingfield, general secretary of the riggers and hobbler, promised the men that they had the full sympathy of his men, and they were all united in the federation of labour Unions. (Cheers.) The battle was theirs as well as that of the strikers, and it was one for bread and butter with the riggers and hobbler at the Bute Docks. (Applause.)

On Tuesday, after the afternoon's "call out" from the shipping yard, a procession was again formed, and it reached the Pelican Club at 2.45. There Mr. J. H. Wilson took the chair, and he was supported by Mr. Ben Tillet, Mr. Fred Evans (vice-president of the Union), and Mr. Orbell.

MR. J. H. WILSON

said this was a battle of liberty and right. They found at the docks that day that there were no seamen or firemen ready to sail ships laden with coal put in them by blacklegs. (Loud applause.) The fight was not a new one. It had been proceeding for months. At the boarding-houses their dependent position placed them at a disadvantage, but in such places let them come to him at the Union offices in the morning, and he would arrange for the maintenance of such men, who would else be compelled to fight against their fellows. He

believed that they could stop the shipping out of the port of Cardiff, and if they did so for 48 hours the position of affairs would be changed. (Loud applause.) He then called upon their vice-president and old friend,

MR. F. W. EVANS,

to address them.

Mr. F. W. Evans, who received, like Mr. Wilson, a splendid reception, then spoke at some length. Lord Bute had, he said, at the science and art prize distribution, quoted Longfellow; but he had forgotten one stanza:—

In the world's broad field of battle,
In the bivouac of life,
Be not like dumb, driven cattle,
Be a hero in the strife.

(Loud applause.) It behoved Sir W. T. Lewis to regard those who served him and the Marquis as other than "dumb driven cattle." (Applause.) The present battle was really one in defence of the freedom of labour and the right of the men to combine. (Applause.) The public generally, continued Mr. Evans, seemed to imagine that the tippers had broken their contract with the Bute Company. By the Employers and Workmens Act of 1875, the terms of contract between employers and workmen must be equitable. It was incumbent upon the advocates of Trades Unionism that the men's portion of the contract should be as rigidly fulfilled as they expected the employers to act justly by them. But so far as could be ascertained, not a single tipper was cognisant of having entered into a contract to give or receive a month's notice. (Applause.) As a matter of fact the Bute authorities had frequently dismissed the men without notice. Unfortunately, by the Act of 1875, the hearing of summonses issued under its provisions must be before the stipendiary, who at Cardiff was the brother of Sir W. T. Lewis.

Mr. Tillet followed in an address in which he vigorously denounced the personnel of the so-called "Trades Union." We give an extract from his remarks immediately after the manifesto of the so-called Unionists.

Other addresses followed.

MR. WILSON ON ENGLISH AND FOREIGN UNIONS.

The Colonial Hall was again packed on Tuesday evening, when Mr. J. H. Wilson made a brief speech. He said the shipowners were trying to set class against class. They attempted to discredit the Seamen's and Firemen's Union because foreigners were taken into membership. Four years ago the shipowners were importing foreigners by hundreds. Then many of our men were walking the streets not able to find work. So bitter became the cry that the Government sent out a circular saying, "Why do you employ foreigners?" The reply came back that the foreigners were better workmen than Britshers, and more obedient; Englishmen were "a lot of drunken vagabonds," said fifty shipowners. The fact was that the Englishmen wanted £1 a month, and the foreigners only £2 5s. Now, however, they saw that the foreigners and ourselves were one. Our interests were identical, and shipowners could no longer use the foreign sailors for their own purposes. Foreigners and ourselves had held out the hand of fellowship, though the former, before the starting of our Union, were simply the tools of the shipowners. Shipowners said if our interests be identical, why were our agents not on the Continent? "I reply," said Mr. Wilson, "that I was on the Continent before the shipowners, and there are to-day twenty strong Branches on the Continent. These have done their best to prevent blacklegs sailing in English-manned ships; else we might have been swamped by hundreds and thousands. It is another case of the fox and the grapes. They can't get foreigners as they used. The shipowners are not anxious for our Union to level up foreigners, pay to the English rate, but in their hearts they look on foreigners' wages as the level to which English wages must be reduced. We'll have none of it. Our object is to bring all to present wages per month as a minimum. That even is too low for honest work, but we are determined it shall not be lower. The Federation say they are not attempting to reduce wages. Only to-day I had a message from Glasgow asking my advice, because their wages were being reduced all round. My advice was, resist all reduction to the bitter end." (Loud cheers.)

UNSKILLED LABOUR AT THE DOCK.

Advices from Cardiff on Feb. 12 state that guards and pointsmen of the Taff Vale Railway Company had been employed under threats of dismissal to complete the loading of certain vessels that were nearly filled before the general block on Tuesday, and that they resented this so deeply as to talk of

joining the strikers on Saturday. Out of the five last vessels that left the harbour three had shipped Union crews. Furthermore, Mr. Wilson had received an intimation that certain shipowners, disgusted with the Federation, desired to ship Union crews and wanted 64 men forthwith. This number was accordingly sent off on Thursday morning from about 300 strikers, preference being given to married men and those who had been longest out of work—some as long as three months. Attempts were made to carry on work at the docks with some labourers from adjacent clay-fields, but they made sad hash of the business, tipping a truck of coal the wrong way in one instance, and nearly smashing a turnstile with an empty truck in another.

There was but little work doing at the docks on Thursday, but the "strange" hands were being drilled in the use of the machinery of the tips.

MAKING MEN DRUNK.

Of 100 men who were reported to be arriving in Cardiff on Thursday morning, only five turned up, and these were captured by a Union picket. Subsequently a body of "strange" seamen bound for Barcelona were intercepted at the dockhead. One of them told Mr. Wilson that a Federation official went to a boarding-house and induced the boarding-master to make the men drunk and take them to the Federation office, where several captains were waiting for the victims. These were afterwards marched to the Board of Trade office guarded by police. As a result of what has become known to the Union, a general boycott of the boarding-houses was declared, and legal proceedings are to be taken against some of the boarding masters for illegally supplying seamen. At a meeting on Thursday afternoon, Mr. F. W. Evans declared that although they had done all they could to limit the area of the strike, the employers had forced them to seek the co-operation of kindred Societies. The manifesto against the strikers, said to have been adopted at a meeting presided over by Mr. Hunt, of the Bristol and West of England Labourers' Union, has been repudiated by Mr. Fox, general secretary of the Trade and Provident Society, Bristol, as entirely opposed to the decision of the Council of that Society, who had decided to support the strike in every possible way.

On Thursday Mr. Wilson received from Captain Armit, secretary of the General Labourers' Union, a letter repudiating Kelly, who had issued a manifesto against the Union, and a communication was received from Hull denying Kelly's statement that a delegate from that port had attended the meeting at which the manifesto alluded to was drawn up. The leading Unionists in Cardiff ridiculed Kelly's claim to speak for working men, stating that he was the "my dear Kelly" of Lord Salisbury.

DISGUSTED WITH THE FEDERATION.

In connection with the application of certain shipowners for Union crews, as mentioned above, Mr. Wilson said, in one of his brief speeches, that there was a general break away from the Federation on the part of shipowners in the North. Several prominent members of the Federation had called at the Union offices, and said if they were supplied with men, they would take all their men from the Union in future. The condition was that their names should be kept secret. The boarding-masters at Shields had also unanimously decided that in future they would not supply men to the Federation, owing to the way in which they had been treated. Mr. Wilson predicted a "big job" for the Federation in London.

Some telegrams, giving further details of the struggle, having been delayed, arrived too late for insertion.

ACTION IN HULL.

IMPORTANT MANIFESTO.

The following are the terms of a manifesto which was issued yesterday by the Federated Trades Unions connected with the shipping of Hull:— "National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, and other nations, Hull Seamen and Marine Firemen's Amalgamated Association, Humber Tug Boatmen's Union, Dock, Wharf, Riverside, and General Labourers' Union, Amalgamated Society of Lightermen and Watermen of the River Humber and elsewhere. Notice to grain and seed merchants, seed crushers, shipping agents and brokers, and to all whom it may concern. The above organisations having entered into federation for their mutual protection, hereby give notice that on and after Saturday, Feb. 14, 1891, their members will decline to work upon any vessel or to handle any goods in connection with any vessel which is manned partly or fully by non-Unionists or free labourers, and will

not hold themselves responsible for any detention that may arise through non-delivery of cargo through the same. Further, that we, the members of the above Unions, pledge ourselves to stand shoulder to shoulder one to another, and will make common cause against a common enemy. Also that upon any dispute arising, the Continental, American, Australian, and other Unions will be immediately informed of the facts.—By order of the Committees."

We understand from an official of one of the principal Unions in the port that the manifesto would not have been issued had not Messrs. Sanderson taken the initiative in shipping a

FEDERATION CREW

on board the steamship *Inverness*. Steps have also been taken to block that vessel on her arrival at the Tyne, and a wire will be sent to the port of discharge in order that she may be further delayed. The Unionists of the port feel themselves aggrieved that the friendly relations that have hitherto existed between employers and employed in connection with the shipping industry should be strained over the importations of the Federation. They are willing at all costs to maintain the same friendly spirit if the shipowners of the port of Hull will only act in the same manner. Hitherto disputes, it is pointed out, have been settled in Hull amicably without the assistance or the shipping and the employment of wastrels, and the leaders of the several Unions express a desire to work amicably with the shipowners of the port if an overtire in any shape or form be made. The

POWER OF THE ALLIED UNIONS,

it is argued, is not to be despised, more especially as the Seamen's and Firemen's Union is now an international one, and we are given to understand that the dockers of the world will soon be in the same position. A suggestion has been made by one of the leaders of the labour party in Hull to the effect that there should be no stoppage or cessation of work on any pretence whatever, and that in the meantime representatives of the employers and employés meet periodically, say, twice or three times a week, and that disputes be referred to that body, whose decisions shall be final in all matters affecting the port of Hull. Should the worst come to the worst, and a strike be the result of the important action taken by the Federated Unions, it will result in 40,000 men in Hull being thrown idle. The number is large, but when it is remembered that there are 17,000 dockers, 900 lightermen, 7,000 seamen, and 8,000 carters and wheelers dependent upon this industry in Hull, and that the railway employés will be affected to the extent of having to cease work it will be seen that the estimate is not very far out.

ALLEGED INTIMIDATION.

THE HULL SECRETARY SUMMONED.

At the Hull Police Court, Feb. 6, Mr. Hearfield applied to the Stipendiary Magistrate, Mr. E. O. Twiss, on behalf of the master of the steamship *Ironopolis*, for a summons against Mr. James Hill, secretary of the Hull Branch of the Seamen's Union, and A. Clark, outside delegate. Mr. Hearfield said that the *Ironopolis* arrived in Hull from Alexandria on Jan. 22 last. On the following day a delegate connected with the Union went and informed the captain that he would have to ship a Union crew when he left Hull. The *Ironopolis* removed into the Albert Dock to take a cargo of coals. Clark went on board and said, "I have come to see your crew, if you will give me permission," and the master replied "Your place is on shore, I have no crew." On the 4th inst., Hill and Clark went on board. Some discussion arose with regard to the employment of a Federation crew, when it was alleged Hill said, "If you don't tell us what you are going to do, we shall stop your ship." The captain replied, "I can't tell you. I don't know myself." The men engaged in working the ship were ultimately withdrawn. Mr. Twiss: Before I grant the summons I should like to have the alleged overt action committed to writing and let me read them. Mr. Hearfield promised to do this, and on Saturday morning renewed the application. Mr. Twiss granted the summons, to be heard on Monday next.

COMMENCEMENT OF THE STRIKE.

MASS MEETING OF SAILORS AND FIREMEN.

PROPOSED STOPPAGE OF COAL SUPPLIES.

A mass meeting of sailors and firemen was held in Unity Hall, Prince-street, Hull, on Saturday. Mr. James Hill (secretary of the Hull Branch)

addressed the men, and said that a manifesto had been issued which would strike terror to the hearts of the employers. He was sorry to say that the Unions had more to fear from their own men, and of that they had an example in the case of the *Inch Marlo*. He denied that the men engaged by the Shipping Federation were so strong as people would have them believe, and pointed out that already 80 of the Free Labour men had given up their tickets, and become members of the Hull Branch of the Seamen's and Firemen's Union. (Cheers.) The Unions in Hull were going to stand or fall by their manifesto, and there was no denying that a crisis was impending, because on Feb. 14 they would take united action. (Cheers.) In the meantime, if anybody did wrong to their cause, they would do all in their power to retard them. A Member: "Could we do anything

TO STOP THE COAL

from the pits? That would stop the ships." (Cheers.) Mr. Hill answered that he had written to Mr. Pickard, but he had not received a reply. He should like two days' leave of absence to visit the colliery districts, and he believed if they could stop the South Yorkshire coal they need not go to the Miners' Association at all. They had nothing to fear from the Shipping Federation, and he believed if the men stuck loyally together in four months' time no such association would be in existence. (Cheers.)

A slight disturbance took place at the Victoria Dock, Feb. 6, in connection with the shipment of a Federation crew on board the steamer *Inverness*, owned by Messrs. Sanderson.

The strike of the seamen connected with the *Inch Marlo* and the *Ironopolis* has been continued, and steps are being taken by the Union to maintain the men in their resistance of the action of the Shipping Federation. A strong feeling pervades the seamen and firemen in the town, and not a few of the more prominent among them express their determination to retaliate on the Federation when the Baltic opens.

MR. WILSON INTERVIEWED.

As Mr. J. H. Wilson was leaving Paddington Station for Cardiff on Monday evening he was interviewed by a reporter, to whom Mr. Wilson is reported to have said:—

"Yes, this strike is going to be a big thing. One cannot as yet say where or when it will stop. We are

FIGHTING A MATTER OF PRINCIPLE,

a matter of life and death indeed. The very principle of Trade Unionism is involved in the struggle we are waging, and we mean to see it out. The struggle is not of our seeking, let the public always bear that in mind. The shipowners have forced it upon us by their intolerant and aggressive attitude, and by their denial of our right of combination.

At this moment a tidal wave of porters, passengers, baggage lorries, and parcels post handcars burst full upon Mr. Wilson and our man, and drove them asunder. But the hawser was soon again hitched on, the grappling hooks clutched their prey once more, and Mr. Wilson proceeded.

"If we are forced to extremities we will do our utmost. If we call out all the men in the boats in Cardiff Docks there'll be 3,000 men out, and 1,000 dockers will follow suit. Of course, as you say, trade will be dislocated, but the responsibility will be with the Shipping Federation. We don't object to the shipowners federating, but we do protest against their action in

STARTING A RIVAL LABOUR UNION

and endeavouring to force our men to enter it. Look at the situation now. When a boat manned by a Union crew enters Cardiff docks the men are told that they will not be allowed to sail in her again unless they bow their heads to the yoke and submit to the Federation."

"Have the owners got any men at their back?"

"Very few. They have to ransack the country for men. How are they going to supply the places of the 3,000 men we can call out to-morrow in Cardiff? Why, they had to collect men from such widely distant spots as North Shields, Dartmouth, Liverpool, and Belfast the other day just to man one boat with."

"And suppose the employers don't yield, Mr. Wilson. How long do you think your Union will be able to fight them?"

"For five years," said the general secretary, with emphasis.

"Will the strike spread?"

"Most probably. Even now the Grimsby dockers are waiting to block a Federation boat, and the British India Line—it is coal'd by Cardiff boats—is likely to run

VERY SHORT OF COAL.

The dockers, the coal porters, and our own Union are on the very best of terms—which is more than can be said of our friend the enemy. I know that many shipowners would be glad to see the Free Labour Bureau knocked on the head as an altogether irritating and useless thing. We'll knock it on the head, however, never fear."

"Yes, we look for sympathy and help to the public and the Trade Unions. We are fighting for the right of free combination—tell that to your readers—not for shorter hours or increase of wages, but simply and solely for the right to combine. We are therefore fighting a battle in which every worker has a vital interest. The shipowners refuse to employ us unless we break up our Union—there's the case in a nutshell for you. Meetings? Of course. Two big meetings will be held in London next Sunday, one on Peckham-rye, the other in the north of London. Good-bye. We hope your London Vigilance Committees will be up and doing in our behalf, and don't forget the music of the collecting box either."

And the stout sailor clambered up the sides of the third-class compartment and vanished.

LONDON MEN.

The dockers employed in the export sheds of the Albert Dock struck on Thursday, with the exception of a few permanent hands. The boycotted lines were still employing Federation men, and the British India Line had also engaged Federation men in conjunction with the native crew to finish loading the *Henzuda*. The strike had not extended to the import department, but for the first time Federation men were employed to do quay work. It was expected that the lightermen would join the boycott on Friday.

FOR THE UNION BADGE.

Five hundred labourers at the North Docks, Liverpool, struck work on Thursday because their employers refused to allow them to wear the Union button.

THE MERSEY TUGBOATMEN.

A largely attended meeting of the Liverpool tugboatmen out of employ, owing to the present dispute with the tugboat owners, was held at the Malakoff Hall, Feb. 10. After consideration it was resolved that the Union was prepared to give the owners on behalf of the men a guarantee that in every case a week's notice should be given by members before leaving work; and, further, that any resolution for a revision of hours or rates of pay should be laid before the tugboat owners and a conference requested. It was hoped that the deputation from the Trades Council, which was to meet the Tugboat Owners' Association in the evening, might arrive at a settlement on this basis.

A special meeting of the Liverpool Tugboat Owners' Association took place Feb. 10, for the purpose of meeting a deputation from the Liverpool Trades Council.

A demonstration in which about 500 of the tugboat men on strike and their fellow-members of the Seamen's and Firemen's Union participated, took place in the afternoon as a preliminary to the subsequent public meeting in Hope Hall.

In the evening a fairly attended meeting was held in Hope Hall, under the presidency of Mr. Doeg (chairman of the Liverpool Trades Council). When the proceedings commenced shortly before eight o'clock the deputation representing the Trades Council had not returned from their interview with the Tugowners' Association. To pass away the time the chairman detailed the circumstances which had led up to the strike, and was followed by Mr. Nicholson (secretary of the Sailors' and Firemen's Union), who advocated the formation of Boards of Conciliation, on which capital and labour were fairly represented, as a means of averting strikes. The members of the deputation on making their appearance were heartily cheered. Mr. Potter, in laying before the meeting the result of the interview, said the deputation was received very cordially, but cautiously, by the tugowners, for whom the chairman seemed to be the appointed spokesman. The employers appeared determined to maintain their attitude as to retaining a week's wages, and informed the deputation plainly that all the infringements of the law for which it was proposed to fine the men had been in existence as long as any man had been in their employ. ("It's a lie.") Furthermore they pointed out that the fines did not benefit them, but went into the coffers of the Board of Trade. He was sorry they could not get a definite and distinct statement from the chairman as to the position of the men as Unionists. The employers did not object to their right to combine and form an association of a local

character, but it was to their association with the Sailors' and Firemen's Union. ("That's it.") The deputation put it plainly to the owners whether the connection of the men with the Union was any barrier to their being employed on the tugboats, but to that question the chairman would not give a direct answer. ("Shame.") So far as the employers were concerned, the matter had narrowed down to this: They did not say they would or would not employ men because they were members of the Union, but that under no circumstances would they yield to the point of keeping in hand one week's wages. If it were true, as the employers stated, that there was really nothing material between them but that one point, he asked them seriously to consider this matter, and say whether or not that was of sufficient importance to keep them out on the streets. (Cries of "Yes" and "No.") Mr. Winterburn, Mr. Peters, Mr. Rowse, and Mr. Chadwick also gave accounts of the interview. The chairman said he doubted whether under the Truck Act the tugboat owners had the power to make any deductions from the men's wages. Mr. M'Hugh (dock labourers' secretary), Mr. S. G. Brown and others addressed the meeting, after which it was decided to consider the reply of the employers at a meeting in the Malakoff Hall on Feb. 13.

SHIPS SPOKEN

Asterion, barque, all well, Jan. 25, 4 N, 31 W.
Bernicia, Liverpool to Sydney, NSW, Dec. 28, 3 S, 30 W.
British India, ship, 26 days out, 4 S, 30 W, all well.
Bangalore, British ship, New York to Calcutta, Jan. 5, 30 S, 31 W.
Bonita, British barque, Galveston to Rotterdam, Jan. 28, 32 N, 76 W.
Conqueror, San Francisco to Hull, Jan. 16, 5 N, 28 W.
"Comorin," ship, steering south, Jan. 3.
Canopus, s, Feb. 2, 44 N, 47 W.
Carysfort, HMS, steering north, all well, Feb. 7, 45 N, 9 W.
"Dozange," s, Jan. 26, 13 S, 1 E.
Deva, barque, Pisagua to Falmouth, all well, Dec. 19, 27 S, 22 W.
Ellenbank, ship, of Liverpool, Pisagua to Falmouth 15 days, all well, Nov. 9, 32 S, 88 W.
Europa, English barque, steering east, Feb. 4, east of Terschelling Lighthouse.
Eiron (? Eivion), Pisagua to Hamburg, Dec. 25, 19 S, 19 W.
Edgar, of Yarmouth, Feb. 8, 49 N, 11 W.
Frankfurt, s, steering SW., Jan. 25, 26 N, 17 W.
Gloria, brig, of Castellamare, Jan. 22, 1 S, 31 W.
Henrietta, New York to Portland, O., Dec. 21, 15 S, 35 W.
H. B. Cann, British barque, Port Discovery to Callao, Jan. 20, 34 N, 120 W.
King Malcolm, barque, of Glasgow, steering west, Feb. 5, 40 miles S of Land's End.
Maria, barque, of Ramsgate, all well, Feb. 5, off Small's.
Merioneth, British ship, Rio Janeiro to San Francisco, Nov. 4, 40 S, 50 W.
Magnet, barque, Feb. 4, 50 N, 9 W.
Manzu, Fowey for Hamburg, Feb. 8, off Vlieland.
Netherby, British ship, San Francisco to Queenstown, Jan. 11, 10 N, 122 W.
Oscar, barque, of Hamburg, Jan. 11, 25 N, 35 W.
Titan, ship, Jan. 14.

H. LOADER, stevedore, Poplar, has been awarded £50 as damages for personal injury incurred while loading the sailing ship *Atlanta*, in the West India Docks, London.

THE SUPPOSED LOSS OF THE "RAVENSHALL."—In the House of Commons, Feb. 9, Mr. Somervell asked the First Lord of the Admiralty whether any intelligence had reached this country about the ship *Ravenshall*, Captain Telfer, which sailed from New York on June 11, 1890; whether he had any reason to suppose that the crew had been cast away on the Crozet Islands; and whether he would consider the possibility of sending one of Her Majesty's cruisers to examine the islands, or, if that were not possible, whether it would be possible to subsidise a merchantman or passenger steamer to go out of their course for that purpose. Lord G. Hamilton, in reply, said: The only information in the possession of the Admiralty is that the *Ravenshall* was last spoken in lat. 30 S., and long. 34 W., or about 4,500 miles from the Crozet Islands. It is, therefore, only a very far fetched conjecture that she was lost in the neighbourhood of these islands, and on such very improbable contingencies the Admiralty would not be justified in sending one of Her Majesty's ships several thousand miles to make a search.

MR. PLIMSOLL IN LONDON.

ENTHUSIASTIC RECEPTION BY THOUSANDS OF PROCESSIONISTS.

A GREAT MEETING AND STIRRING SPEECH.

As briefly recorded in last week's *SEAFARING* a great demonstration was held in London, on the evening of Thursday, Feb. 5, to welcome the venerated President of the Seamen's Union, Mr. Plimsoll. Rarely has London witnessed a more moving spectacle than might then have been beheld. Processions organised in various parts of London concentrated at the corner of Commercial and Whitechapel-road, when Mr. Plimsoll, seated in an open carriage, in which were also Mr. Geo. Howell, M.P., and Mr. J. H. Wilson, drove up, and received a hearty welcome. Headed by the Green's Home brass band, and five other bands, and displaying at intervals the beautiful banners of the Union, the huge procession, numbering

FULLY 6,000 MEN

started for the Great Assembly Hall, Mile End, the bands making stirring music as the great gathering moved along, and the veteran champion of the seamen being received throughout the long route with enthusiastic manifestations of respect and gratitude from the great crowds that watched the procession go past.

When the London Hospital was reached several of the processionists unharnessed the horses drawing the carriage, which was then propelled by scores of willing hands, to the immense delight of the men. It was, however, noticed that at times Mr. Plimsoll was deeply moved by his

SPLendid Reception,

and as the cries for cheers for "Plimsoll," "the Union," "Wilson," etc., were raised these gentlemen bowed their acknowledgements. The crush to get into the Assembly Hall, which is capable of seating 5,000 persons, and holding about 6,500, was so great that Mr. Charrington was compelled to have the large hall cleared and kept specially for the processionists. Amongst those present were Canon Barker, Mr. Wilson, Mr. George Howell, M.P., Mr. Charrington, Mr. Colomb, M.P., the Rev. J. McNeil, Mr. B. Tillett, Mr. H. Quelch, Mr. T. J. Hall, and a host of rev. gentlemen, many of whom were sitting in the hall and galleries.

Upon Mr. Plimsoll, Mr. Howell, and Mr. Wilson entering the hall they were greeted with loud and

PROLONGED CHEERING,

the audience singing "For he's a jolly good fellow." When Mr. George Howell, M.P., took the chair the building was packed, and in the course of a few opening remarks he said that no doubt he had been asked to attend their splendid meeting because he was one who had taken his stand by Mr. Plimsoll in the House of Commons.

Mr. Plimsoll, upon rising, was greeted with a perfect storm of applause, which lasted for some minutes, the audience rising and frantically waving their hats. He said, upon quietness being restored, that England, although not the only country that sent ships to sea, was the country which

sacrificed more human life than any other. The average

LOSS OF LIFE

at sea for Germany, the Netherlands, Italy and other parts, was only one in 271, but so great had been the overloading of English ships, and so many ships had been sent to sea that ought never to have been sent, that instead of losing one life in 271, England had lost one in 66. (Hear, hear.) These figures were given on the very best authority, namely, that of Mr. Joseph Chamberlain. Much of that loss of life had, however, been obviated, but it was still his duty to warn Mr. Wilson that those who had to see to the carrying out of laws which were put upon the statute books, should be kept up to their work. (Cheers.) In the virtualalling of ships there were

MANY, MANY REFORMS,

which were still badly needed. He had known many cases of men dying through eating food which had been condemned by the Naval authorities and which had been afterwards supplied to the mercantile marine—(hear, hear, and shame)—and he (Mr. Plimsoll) had told Lord George Hamilton, the First Lord of the Admiralty, that if the food was not good enough for his (Lord George's) men, it was not good enough for his (Mr. Plimsoll's) men. (Loud cheers.) Proceeding to deal with the important question of

DECK CARGOES,

Mr. Plimsoll said these had been primary responsible for great loss of life at sea. In 1839 there was an inquiry at the House of Commons into the subject, and the Special Committee pointed out that of the great number of vessels which had gone to sea with a deck-load and afterwards were reported missing, very little information regarding them could be gained; only seven out of 300 cases were reported by the Committee. The *Lucy* was found, but only two of the crew were alive, the others having been starved to death. The *Francis Bute* [Here a grey bearded old man sitting in the front row jumped up and exclaimed, "Yes, yes, I'm the man; I was on board and

DREW LOTS WITH THE DEAD

men."] The *Francis Bute* crew, Mr. Plimsoll continued, were reduced to the necessity of sacrificing four of their number for the preservation of the rest. (Loud

CRY OF "HORROR")

Two of the crew of the *Caledonia*, when near death's door, had their throats cut for the sake of the warm blood, and when fallen in with, a boy was about to be sacrificed for the same purpose. The butcher's meat on another ship was eaten raw and putrid, and when another one was discovered, all the crew were dead, beside the dead bodies of the men being found the leg of a woman, at which the starved men had evidently been eating. The Committee of the House of Commons said that these cases could be taken as

A SAMPLE

of what had occurred on board the others, and this Committee recommended that deck cargoes should be abolished; and after a tentative trial of this recommendation, it was made permanent. A Parliamentary report issued in 1844 proved that during a period of three years, during which deck-loading was allowed, the number of ships lost was 169, whereas during a similar

period of three years that it was not allowed that number was reduced to 70. The prohibition of deck-loading remained in force for some years, when suddenly the whole of the legislation was swept away. "If the men," said Mr. Plimsoll, "who were instrumental in doing that were now alive, they would

DESERVE HANGING.

(Cries of "Bravo," and hear, hear.) The abrogation of the existing legislation was carried out in the dark, and neither the public nor the Press knew anything of the matter." (Cries of "Shame.") Continuing his speech, Mr. Plimsoll said that he thought by his figures that he had conclusively shown that if deck cargoes were abolished, the loss of life at sea would be diminished to one-third. Comparing the results during a period of 10 years, when deck-loading was allowed with a similar period during which it was not allowed, a Parliamentary Committee issued a report which showed that the deck-loading period had been marked by a loss of life four times as great as the time during which deck-loading was not allowed. (Hear.) He maintained that with such facts so strongly in favour of prohibition, it was a

SIN AND A SCANDAL.

that they were unable to get prohibition. He (the speaker) had succeeded subsequently in getting a measure passed in the House of Commons prohibiting deck-loading, but it had been kept in the House of Lords till the last day of the Session, when the Bill was returned, having been hurried through with the clause relating to deck-loading cancelled. ("Shame.") Still, however, that measure, deformed as it had been, had had the effect of reducing the loss of life by one quarter, and it was a significant fact that whereas the total prohibition had brought down the loss of life to one quarter, the latter measure had brought it down by a quarter. (Cheers.) This, he thought, the strongest argument they could adduce in favour of total prohibition. Another committee of the House of Commons which had considered the matter had reported as follows:—"Your committee considers that no ship can be seaworthy when her upper deck is

LUMBERED WITH CARGO."

(Cheers, and hear, hear.) It was contended by the speaker a most scandalous thing for even three feet of deck-load ever to have been allowed—(hear, hear)—but what were they to expect from gentlemen who were pitch-forked into the position without any regard for their qualification. (Cheers.) That the evil was a real one he (Mr. Plimsoll) had good reasons for knowing, because every week he received a slip of "flimsy" from Lloyd's reporting the number of vessels reported missing. That meant that thousands and thousands met their death in the most painful manner, struggling in the stormy waters for the benefit of a few.

RASCALLY SHIOPWNERS.

(Loud and prolonged cheering.) "I have," said Mr. Plimsoll, "devoted my life to this work to put it right, and I intend to give my future to it. (Cheers.) As yet I have had scanty results, but with your help hope to succeed in the end." (Great cheering.) Our first Load-Line Act, said the speaker, was mutilated by Mr. Norwood. ("Oh, oh!" and hisses.) Though last year a Bill was passed fixing the load-line. Formerly when men refused to go to sea they were

SENT TO PRISON,
no matter whether the ships in which they refused to sail were seaworthy or not. Hundreds of men had been punished whose only crime had been that they had refused to go to sea and be drowned. This was a shame and a disgrace. (Hear, hear.) It was only in a January month that he had around him the widows of the men who had sailed in a ship which was reported lost, and had been told many

HEARTRENDING TALES.

The poor women, many with families of young children who—at this juncture Mr. Plimsoll's emotion became so great that he was unable to proceed, but by a strong effort he controlled himself, and continued—In another case young children were then believed to have been thrown upon the world without a father to support or look after their interests, and the tales of poverty which he listened to were sad, terribly sad. After a time, however, the ship was reported safe, and no one could properly describe the conduct of these poor women and children, who having at first been stricken with sorrow and grief, were then transported into heavens of joy. Had such people not hearts to feel their position, although they were poor? (Hear, hear, and "Yes.") They should be regarded, and if it lay in his (Mr. Plimsoll's) power to make them so, they could trust to him to do so. (Loud cheers.) He wanted all of those present to

PLEDGE THEMSELVES TO HELP

him and his tried friend Mr. Geo. Howell, M.P.—(cheers)—in every way possible, so that they could get good legislation for the sailors. (Hear, and a voice, "We will," and cheers.) The work must however be done by the working classes themselves. (Hear.) They must not depend on outside help, but must stand by, support, and

UPHOLD THEIR UNIONS.

(Loud cheers.) At this juncture some person in the body of the hall cried out "Three cheers for the Grand Old Man." These were given three times three, Mr. Plimsoll bowing. Many candidates, he continued, were now coming forward for Parliamentary honours, and they (the workers) must prepare a nice little catechism for them. He had been a Liberal all his life and a firm supporter of Mr. Gladstone—(cheers)—but if two candidates were to put up for a constituency, and the Liberal would not see to the

SAILORS' WANTS

but the Tory would do so, he (Mr. Plimsoll) would vote for the Tory if he was undoubtedly the friend of the sailors. (Cheers.) In conclusion Mr. Plimsoll said that when the working classes acted up to their principles they would have protection for the poor sailors. (Loud applause.) Mr. Plimsoll then resumed his seat amid loud and prolonged applause, having spoken for one hour and five minutes.

MR. J. H. WILSON

(general secretary of the Amalgamated Sailors' and Firemen's Union), who was warmly received, then moved the following resolution:—

"That this meeting of Trades Unionists hereby tenders its best thanks to Mr. Samuel Plimsoll for the many services he

has rendered to suffering humanity on land and sea. We also thank him for the able address he has delivered upon his recent journey to Canada to collect evidence in support of his Bill to restrict or limit the importation of live cattle into this country under the present conditions of transit, as we are of the belief that great suffering is endured by the cattle, and that there is

GREAT DANGER

to the lives of the men employed on the vessels which carry the cattle on the upper decks, and also on board of many steamers which are not adapted to the trade. We therefore urge upon Her Majesty's Government the necessity of passing early a Bill to restrict and regulate the conveyance of deck cargoes of cattle and timber to the United Kingdom, in the interests of the lives of the men."

They had, he said, been told that the shipowners were not desirous of losing the lives of their sailors. This he admitted, but why did not the shipowners take more care to see that their ships were seaworthy before they were sent to sea. (Hear, hear and cheers.) As one who had "gone through the mill" he was prepared to prove that a great deal of the loss of life which occurred at sea might by proper precautions be obviated. But legislation was required to this end, and for that Mr. Plimsoll had been

FIGHTING FOR 20 YEARS.

(Loud cheers.)

A great deal had been said about the sympathy of the shipowners, but where was that sympathy, when they opposed in the House of Commons every measure which had been brought forward by Mr. Plimsoll to lessen the risks and dangers of the sailors' calling? If deck-loading were permitted to continue the shipowners would never be content until they had added another storey to their vessels. The sailors and working classes generally had a right to demand that the

GOVERNMENT SHOULD STEP IN

and prohibit the carrying of cargoes in a manner which was dangerous to human life. He, as a sailor, knew what the carrying of cattle on the upper decks meant. The sailors had to be acrobats to be able to do their work, which had to be performed under conditions which caused them to run a great danger of being washed overboard. The shipowners who cared so much for them and sympathised so deeply for them never came forward to help the

WIDOWS AND ORPHANS

of those whose lives were sacrificed in earning their wealth. In fact it was just the reverse, for they occasionally forgot to give them the balance of the wages due. (Hear, hear, and "Shame.") It had been said that the shipowners were anxious to do what was just and right. Well, if they were so he would invite them to practically test the question by taking a trip across the Atlantic on a cattle boat, and he thought that if ever they lived to get back they would be unanimously of the opinion that the carrying of cattle on the upper decks of vessels ought at once to be made illegal. (Hear, hear, and loud cheers.) Mr. Harry Quelch (South Side Labour Protection League) seconded the resolution, which, after other speakers, was carried unanimously, amid loud and prolonged cheering.

IN THE DOG WATCH.

It is a common complaint by seamen that the constituted authorities of the country seldom put in force any law that tells in favour of the seaman, but are ever ready to put in force any law against him. Of this we are reminded by a report from Grimsby of the master of a smack being fined there for neglecting to have her boat at all times ready for use, contrary to the Merchant Shipping Act of 1854, the statement being made at the hearing that this was the first prosecution of the kind ever instituted in the United Kingdom.

In other words, during the space of 36 years this important law for the protection of life has not been put in force, though large numbers of lives must have been sacrificed during that time in consequence of such neglect.

But for the Seamen's Union the Board of Trade would probably not have prosecuted even now.

It would be interesting to learn what Parliament thinks of such gross negligence, and whether the Board of Trade will compensate the numerous persons who have lost friends and relatives through ships' boats not being ready for use.

The newspaper war between Mr. Laws, of the Shipowners' Federation, and the general secretary of the Seaman's Union, still goes on, Mr. Wilson demolishing his antagonist again and again.

Mr. Laws declared that Union seamen were only a minority of the seamen of the country, yet complained that they feared to go near the shipping offices in consequence of Union men. Mr. Wilson says these two statements do not agree. Quite so. If the blacklegs were more numerous than Unionists, blacklegs need not fear Unionists.

It cannot be a case of conscience making cowards of the blacklegs, as a blackleg cannot have any conscience.

Persons who support the Shipwrecked Fishermen and Mariners' Royal Benevolent Society should take note of the following, and ask an explanation. According to the *Shipping Gazette*, Captain David Munro, of the *Stag* (s.), of North Shields, and her chief officer, Mr. Harold Hanson, were on Saturday "made the recipients of recognition for bravery at sea, at the instance of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society." The presentation was made by one of the owners of the *Stag*, on behalf of the above Society, and we read that he handed to Captain Munro a cheque for £16, and to Mr. Hanson a cheque for £4. If this means that the owners of the *Stag* gave the money in addition to the award of the Society, the report might have said so. As the report stands, it reads as if the £20 to the captain and the £4 to the chief mate was the Society's gift. If that be so, one must protest against such an unfair division of

the money, as it appears that all Captain Munro did was to call for volunteers to man boats to rescue the crew of the German ship *Shakespeare* off the Banks of Newfoundland in a storm.

Mr. Hanson was in command of a boat that made two trips to the distressed ship, and so, of course, was entitled to reward, and so equally of course were the other members of the crew of the *Stag* who manned the boats. But these other volunteers were entirely ignored, no reward of any kind being given to them. Anything more grossly unfair and calculated to deter men from risking their lives to save others we have not often read, and the Shipwrecked Fishermen and Mariners' Society should be denounced for such injustice at all gatherings of seafaring folk and their friends.

An excellent portrait of Mr. Plimsoll is that issued with the February number of *Men and Women of the Day*, which also contains an admirably written and appreciative account of his life, and the following compliment to us:—"The development of the Union has been greatly promoted by the energetic efforts of Mr. Archibald Cowie, whose ably conducted weekly newspaper, *SEAFARING*, is the accredited organ of the Association."

That steamers are, and have long been, taking the place of our sailing vessels, to some extent most people are aware. The exact extent is set forth in some tables recently published by Messrs. Lloyd, Lowe & Co., London, from which we learn that every year since 1880, with the exception of 1885, there has been a decrease in the number and tonnage of sailing vessels. Last year, we are told, the decrease was 164 ships of 99,634 tons, and it brings the sailing tonnage under the British flag, of vessels over 250 tons, to 2,783,154. But it appears that as the sailing vessels decrease the steamships increase. In every year since 1880 the number and tonnage of the steamships have increased. Last year the increase was 622,436 tons, after making up for the losses. But this addition was less than that of the previous year, and it is worth noticing that the increase was in vessels over 1,000 tons, those between 500 and 1,000 tons showing a decrease in the year.

In the House of Commons, Feb. 9, on the motion of the Right Hon. J. Chamberlain, a return was ordered of the loss of life at sea (in continuation of Parliamentary paper C, 3,875, to the latest date for which complete returns are made).

THE Secretary for Scotland has heard that certain contraventions of the Herring Fishery (Scotland) Act have taken place, and that damage has been done by trawlers to the lines of the fishermen. The Secretary for Scotland is in communication with the Treasury and the Admiralty with a view of securing more efficient protection in prescribed waters.

AT Liverpool, Feb. 9, Thomas Maguire, George Merrett, William Simpson, and Edward Gleeson, firemen, were charged with continued wilful disobedience to lawful orders on board the steamer *Daventry*, while in Marseilles on Jan. 24, 25, and 26 last. Mr. Fettow, for the defence, contended that on the Saturday they left the ship because they had finished their work, and they refused to work on Sunday because one of the officials had assaulted one of the men. They obtained permission to go and see the Consul on the Monday morning. The Bench inflicted a fine of 5s. and costs and 12 days' pay on each of them.

SOME FUN.

TRIBULATIONS OF A PRETTY GIRL.
She was the prettiest girl, I ween,
That mortal eye had ever seen;
Her name was Anabel Christine,
Her cheeks were smoothed with vaseline,
Her bangs were curled with bandoline,
Her teeth were brushed with fine dentine,
Her face was brushed with coraline,
Her gloves were cleaned with gasoline,
She wore a dress of grenadine,
Looped o'er a skirt of brilliantine;
Her petticoat was bombazine,
Her foot was shod with kid bottine,
Her wounds were healed with cosmoline.
She sailed away from Muscatine
In a ship they called a brigantine;
She flirted with a gay marine
Till they reached the Republic Argentine,
Where they were married by a dean
And lived on oleomargarine,
Also the mild tin-clad sardine,
And did disturb the Boston bean
When boiled and served in soup tureen.
Salt pork they ate, both fat and lean,
When garnished round with parsley green,
Likewise ye lobster coraline,
With lemon sliced its form to screen.
In short, they lived like king and queen,
In manhood's pride and beauty's sheen.
For 'bout them there was nothing mean,
His looks and language were serene,
He wore a coat of velveteen.
She kept her parlour neat and clean,
Her favourite colour was aniline:
She rocked the cradle by machine
And named the baby Josephine.
Yet never was a brighter scene
Than when that girl, at sweet sixteen,
Entered the room with haughty mien.

HE LANDED OUT IN THE COLD WORLD.

He had the appearance of one who had seen much of the world, and had not found it a soft snap. His clothes were composite, and he had evidently long been a stranger to water and its uses. He shuffled into Maj. Fay's well-known saloon in Pueblo the other day, and, leaning against the bar, gazed with a deep yearning in his eyes, upon the shining rows of bottles and cut glass on the other side. The bar tender was about to signal the bouncer to do his duty when the stranger asked for the proprietor.

"Have you any rats in the house?" asked the stranger.

"Rats! Well, I should say so! big as cats!" said the Major.

"Do you want to get rid of them?"

"You bet!" was the reply.

"Well, you give me a drink and a dinner," said the stranger, "and I will agree to kill every rat in your house in half-an-hour."

Maj. Fay's curiosity was aroused. He couldn't see how it could be done, but here was a fair proposition, and the expense was not great anyhow, so he said:

"I guess I'll go you once anyhow, but I don't believe you can do it."

The stranger took a large soaking drink, and he looked confident and happy as they repaired to a neighbouring restaurant for a dinner.

He ate a hearty meal. It wasn't a square meal—it was an all-round meal. When they got back to the saloon the stranger said:

"Have you a spade handy?"

A boy was sent for one, and soon returned with it. By this time a crowd had collected to see the sport.

Everybody was waiting in great suspense to see the slaughter begin. The rat-catcher took the spade, examined it carefully, tested its weight, while the crowd held its breath. Next he selected a big comfortable chair, seated himself, crossed his legs, leaned back with a benevolent expression on his seared countenance, and said:

"Now bring on your rats!"

There was a momentary pause, and then a sound of tempestuous revelry, followed by the quick opening of the door and the sudden emission of a heterogeneous mass which landed far out on the mud-cushioned pavement.

WHEN A GIRL HEARS THE MOST MUSIC.

Jones: "Baggs, why does a lady with very wealthy lovers around her hear more music than a lady with poor lovers?"

Baggs: "I suppose it's because she hears several million-airs."—*New York Mercury*.

A VERY THOUGHTFUL MAN.

"What did the doctor order for your husband?"

"Quinine and whisky."

"Isn't quinine pretty dear?"

"Yes, but we didn't get any. Poor John is very considerate. He told me not to mind the quinine; he would try and get along with the whisky."—*Cape Cod Times*.

**SEAFARING MEN
SHOULD JOIN WITHOUT DELAY,
AS
SHIP OWNERS ARE TRYING TO CRUSH
THE
SAILORS' AND FIREMEN'S UNION
OF
Great Britain, Ireland & other Nations.
Telegraphic Address : "AGITATORS, LONDON."
PRESIDENT:
SAMUEL PLIMSOLL, Esq.**

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To obtain reasonable Hours of Duty, and maintain a fair rate of wages;

To provide for the safety of Ship's Work;

To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

AARHUS.—F. T. Lehmann, Norregade No. 21.

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

AMBLE.—G. H. Guthrie, 27, Broomhall-street, via Acklington.

AMSTERDAM.—H. Wienhuizen, Waterloo Plain, secretary.

ANTWERP.—

ARBROATH.—J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.—W. Galbraith, 59, Glasgow-street.

ARKLOW.—P. Bolger, Main-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 34, Sydenham-st., near Shipping Office, Barry Dock, sec.; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadoxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.

BLYTH.—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.

BOSTON.—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.

BREMERHAVEN.—F. Fintchens, Buergermeister, Sinit Strasse, secretary.

BRISTOL.—T. J. Dancey, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, Esq., Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.

BURNTISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.

COPENHAGEN.—Victor Backe, secretary, Scandinavian Department Office, Østergade 32 Thalia; postal address, 10, Classensgade, Copenhagen; telegraph address, "Victor, Copenhagen." Meeting, Wednesday evening.

CORK.—Michael Austin, 6, Patrick-street.

DOVER.—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay, DROGHEDA.—Thos. McEvitt, Quay-st., Dundalk, sec. Agent in Drogheda, T. Fitzgerald, 6, North Quay, Drogheda. Meeting, Friday, 7.30 p.m.

DUBLIN.—M. Bolger, 50, Seville-place, Meeting, Friday evening, 7.30 p.m.

DUMBARTON.—J. McNee, Kirk-street, agent.

DUNDALK.—Thos. McEvitt, Quay-street, secretary. Meeting, Tuesday and Thursday.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Dunbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.

DUNGARVAN.—P. Power, 5, St. Mary-street.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Wednesday evening, 7 p.m.

GRAVESEND.—John Deguin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m. at same address.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; B. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday, 7.30, at 102, Maxwell-street. Telephone 3184.

GOOLE.—W. R. Chappell, 24, Booth Ferry-nd., Goole, sec.; R. W. E. Whitehead, Esq., Bowvalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30

GRANGEMOUTH.—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday, 7 p.m.

GRAYS.—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowvalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrugh, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

GREENOCK.—G. McNaught, 16, East India Breast.

HAMBURG.—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.

HARWICH.—George Stewart, sec., Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

HULL.—J. Hill, Unity Hall, and 11, Posterngate, sec.; T. Carr and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowvalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall, Office, 11, Posterngate. Fishermen's Section, 65, West Dock-avenue; J. Lee, secretary.

KING'S LYNN.—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.

LEITH.—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.C., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith. Telephone No. 355.

LIMERICK.—W. McMillian, sec. (pro tem.), 24, Windmill-street.

LIVERPOOL (Branch No. 1).—S. G. Brown, Malakoff Hall, Cleveland-square, sec.; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL (Branch No. 2).—T. Connerty, 133, Derby-nd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LIVERPOOL (Branch No. 3).—J. Conway, 19, Stanhope-street, South Docks.

LIVERPOOL (Branch No. 4).—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.

LIVERPOOL (Tug and Ferryboat Branch).—Meeting Malakoff Hall, Cleveland-square, Wednesday evening, 6.30. Delegate, J. Roscoe.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

LONDON (Tidal Basin).—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

LONDON (Tower Hill).—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.

LONDON (Green's Home Branch).—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.

LONDON (Tug-Boat Branch).—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

LONDONDERRY.—A. O'Hea, 27, William-street. LOWESTOFT.—J. Linder, assistant sec., 4, St. George's terrace, Lorne Park-road, South Lowestoft.

MALMO.—Axel Danielson, Nörregatan No. 33.

MARYPORT.—J. Smith, Elliott-yard, Senhouse-street, secretary, resides on the premises where he can be seen at any time. Meeting Monday evening 7 p.m.

METHIL.—Wm. Walker, Commercial-street.

MIDDLESBROUGH.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosforth-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel committed meeting, Thursday evening, at 7 p.m. Telephone No. 5127.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Ellison-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

NEWRY.—D. Lennon, agent, Dublin-road. T. McEvitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.

PETERHEAD.—T. D. Rennie, 68, Queen-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 50, Broad-st., first Tuesday in month at 8.

PENARTH.—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; E. G. Amble, 26, Clive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PLYMOUTH.—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.

PORT GLASGOW.—G. McNaught, 16, East India Breast, Greenock.

PORTSMOUTH.—W. Thorburn, 38, St. John's-road, Threatham.

ROTTERDAM (Holland).—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.

RUNCORN.—T. H. Thompson, Waterloo Hotel, Top Locks, agent.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHEIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; M. Logan, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., 72, King-street. Meeting nights, Monday at 7 p.m.; committee meeting, Friday night, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

SHEIELDS (North).—George Cowie, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

STOCKTON-ON-TEES.—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

SUNDERLAND.—W. Lonsdale, secretary, Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday evening, 7 p.m., at Lockhart's Cocoa Rooms, High-street, West. Dr. Wood, 32, Frederick-st., and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st.

WALLSEND.—Septimus Johnson, 17, Third-street, Palmer's Buildings.

WATERFORD.—J. Ayton, 82, Quay. Meeting, Friday evening, at 7 p.m., at office.

WEST HARTLEPOOL.—J. Leahy, Russell's Buildings.

WEXFORD.—P. O. Dwyer, Main-street.

WICKLOW.—Thomas Gregory, Main-street.

WHITBY.—Paul Stamp, agent, Fleece Inn.

WHITEHAVEN. } John Smith, Maryport

WORKINGTON.

VOUGHNA.—J. Collins, Braun-street.

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General Secretary, H. FRIEND.

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SOUTH SHIELDS, 6, Commercial-road, Mill Dam;
E. Cathery, Branch Secretary.

TYNE DOCK, 26, Redhead's-buildings.

NORTH SHIELDS, 27, Duke-street; J. R. G. King,

Branch Secretary; A. Rutherford, District Sec.

Members of the above Association can pay their contributions at any of the above Offices, or at any Branch of the Amalgamated Sailors' and Firemen's Union of Great Britain, Ireland, and other Nations.

By Order,

H. FRIEND, General Secretary.

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E. All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom all remittances must be made payable. (Post Office) Orders at Minories, London, E. The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

NOTICES.

"SEAFARING."

Published every Saturday, price One Penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:-

Twelve Months	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

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SAILORS' AND FIREMEN'S UNION NOTICES.**LEVIES.****TO BRANCH SECRETARIES.**

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:-

Aberdeen	Liverpool
Arbroath	London, all Branches
Barry	Loonderry
Birkenhead	Middlesbrough
Blyth	Montrose
Boote	Newcastle-on-Tyne
Bristol	Newport
Cardiff	Newry
Dundford & Rotherhithe	Peterhead
Drogheda	Plymouth
Dublin	Seaham Harbour
Dundalk	Shields (North)
Dundee	Shields (South)
Goole	Stockton
Grangemouth	Sunderland
Grimsby	Swansea
Hull	West Hartlepool
King's Lynn	Whitby

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local money. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

The London Branches have all unanimously adopted the Levy.

TO SECRETARIES AND DELEGATES.

The following is a list of vessels which have shipped Federation or blackleg crews: s.s. *Bornicia*, s.s. *Nenminister*, and s.s. *Beeswing*, and colliers *Zadne*, *Endeavour*, *Irrington*, *Andalusia*, *Corfew*, *Manitoba*. All members are requested to give them a wide berth until the owners concede our demands.—By Order of the Executive Council.

BRANCH SECRETARIES

Are requested to send to SEAFARING the names of all vessels in which "Free Labour" crews are engaged, in order that Union men may beware of them.—By Order, J. H. WILSON, General Secretary.

BOOTLE BRANCH.

The mother of P. Doyle, 1,638, Bootle Branch, will be glad to hear any news of him at 105, Bangor-street, Bootle, near Liverpool.

This Branch has removed to 133, Derby-road, Bootle, Liverpool.

CARDIFF BRANCH.

Sailors and Firemen of the A.S. & F. Union seeking employment are warned to keep away from Cardiff, as the port is already much over-stocked with men.—JOHN GARDNER, District Secretary.

COPENHAGEN BRANCH.

The office of the Copenhagen Branch is removed to Ostergade No. 32, Thalia, Copenhagen.—VICTOR BACKE, Secretary.

DUNDALK BRANCH.

Secretaries giving new cards to any members of Dundalk, Drogheda, or Newry Branches will please send for their correct number and Branch to THOS. McKEVITT, Quay-street, Dundalk, Secretary.

DUBLIN BRANCH.

On and after Monday, Jan. 12, 1891, all communications to be addressed to the secretary, Michael Bolger, 50, Seville-place. Meeting night, every Friday, at 7.30 sharp, at 50, Seville-place, Dublin.—MICHAEL BOLGER, Secretary.

DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each, to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners' Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

GARSTON DISPUTE.

All sailors and firemen are requested to keep away from Garston pending a settlement of the present struggle.—WM. NICHOLSON, District Sec.

LIVERPOOL (Tugboat) BRANCH.

All Tugmen are desired to keep away from Liverpool during dispute with Liverpool tug-owners. Union Sailors and Firemen keep this in mind.—SAMUEL G. BROWN, Secretary.

MIDDLESBRO' BRANCH.

At the general meeting of this Branch, held Feb. 3, 1891, it was decided that all members of this Branch be allowed until June 30, 1891, to pay the Strike Levy, and that if not paid by the end of June, that it be entered as contributions against them.—GEO. CATHEY, Secretary.

ROTHERHITHE BRANCH.

Members of the Deptford Branch are requested to pay up their entrance fees and contributions at once, also the 10s. levy. Any member not complying with this notice will be fined accordingly.—C. WYKES, Secretary.

SOUTH SHIELDS BRANCH.

Branch Secretaries are requested not to pay any Shipwreck Claims for this Branch without writing or telegraphing to D. CLEMENT, Secretary.

UNION MEN PLEASE HELP THE DUNDALK, DROGHEDA, AND NEWRY BANNER FUND.

In aid of a Fund to provide a Banner for these Branches, on Monday, March 23, the following prizes will be drawn for:—1st prize, Silk Worked Picture (by a member), worth £4; 2nd prize, Silver Medal (enamelled); 3rd prize, Silver Medal (plain). Tickets, 6d. each, may be had from the Secretary, Mr. McEvitt, or at SEAFARING Office. The winning numbers will be advertised in SEAFARING after the draw, and winners can, if they choose, have the value of the prize they win in money.—THOS. McKEVITT, Secretary.

TO RELATIVES OF THE CREW OF THE "CAMPERDOWN."

The Next of Kin to Roderick McLeod, F. Meyerhoff, Andrew Smith, Dan Butler, and Solomon Melville, members of the crew of the above ship, which sailed from Barry May 5, and was last heard of at Simon's Town in August last, may, on application to Mr. John Gardner, West Bute-street, Cardiff, hear of something to their advantage.

FEDERATION OF LABOUR.

ALL SKILLED AND UNSKILLED

LABOURERS

ARE REQUESTED TO

KEEP AWAY

FROM

SOUTH WALES

(ESPECIALLY CARDIFF)

OWING TO

GENERAL STRIKE
OF SEAMEN AND DOCK LABOURERS.

By Order of Strike Committee.

Feb. 6, 1891.

Communications arriving so late as Thursday cannot be guaranteed insertion.

Seafaring.

SATURDAY, FEBRUARY 14, 1891.

FOR FREEDOM.

The combination between shipowners to destroy genuine combination among seafaring men continues to bring forth fruit after its kind—strife and bitterness between employer and employed. When employer and employed have hitherto got on well

enough, employers have been cajoled or forced into a quarrel for the sole purpose of harassing Union men, and trying to smash their organisation. The natural result is that Union men, unable any longer to stand this relentless persecution on the part of the capitalists, have at last turned and assumed an attitude of defence. Banded together in a Federation of several Unions more or less connected with shipping, they are showing a bold and united front to the common enemy. Aware that it is for the right to combine, for the very existence of Unionism, that they have to struggle, the conflict which has been forced upon them has inspired them with a spirit and determination worthy of the cause. These men, let it be clearly understood, are fighting against no imaginary grievance, for no unreasonable demand. The strength of labour lies in the right of combination. Without combination a working man is little better than a slave—in many respects he is, indeed, worse. In combination rests his only hope. He should therefore be willing to defend, with his life if need be, his right to combine, and on this occasion he appears to be. The magnificent heroism and devotion to duty which the seaman has so often placed at the disposal of employers, too often sordid, unjust and tyrannical, can be placed at the service of the seaman himself, and it is a factor that is bound to tell in the end. At present, however, it does not appear that seamen will have to suffer half so much in defending their own interests as they have generally to suffer in filling the shipowners' coffers. Their cause is as holy and righteous as ever men fought for. It is not merely the cause of Freedom. In defending the right to combine, they are defending their wives, their children, and Right against Wrong. Their cause appeals to all right-thinking persons, whose support it should command. Their own Union is powerful by reason of its financial and numerical strength. Federated with it are other strong Unions, and other powerful organisations cordially sympathise. That sympathy will probably take even more practical form than it has yet assumed. Should the struggle last the capitalists will probably find to their cost that they are not fighting this or that Union, but organised labour generally. It is the right of labour to organise that the Shipowners' Federation deny. By this denial they should array the whole forces of organised labour against them. The fight is one that concerns toilers generally. It may not be advisable for all these to strike; but all these can in some way help in this noble defence of Freedom, and it is the duty of every true man and woman to help to the uttermost the Unions which are fighting as good a fight as any heroes or martyrs ever died for. As the leaders of the Union men are reviled to-day by the capitalists and their hirelings, so were all—including Jesus Christ—who ever did good. The lies and abuse launched upon the strike leaders should only endear them the more to those whom they seek to save from the hell of poverty, slavery, and oppression. Their names will be honoured for many a long day.

While some men's shall live but in History's curse,
When truth shall be heard, and some lords of to-day
Are forgotten as fools or remembered as worse.

SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

LONDON DISTRICT.

The London Branches have all unanimously adopted the 10s. levy to raise a strong strike fund. Other Branches which have not yet adopted the levy should follow this excellent example, especially now that the shipowners are raising their millions to crush the Union in order to reduce wages and prevent redress of grievances.

A beautiful new silk banner for the Gravesend Branch is just finished, the unveiling of which, at the Queen's Music Hall, Poplar, by Mr. Walsh, takes place Feb. 13. On one side is painted a picture of an Orient liner, with clasped hands below, while on the other is a good portrait of Mr. Plimsoll and a picture of the White Star liner named after him, the *Samuel Plimsoll*.

At a special meeting held in Hack-road Hall on Jan. 30, Mr. Starkey in the chair, the meeting was addressed by Mr. J. H. Wilson, the general secretary, and by Mr. T. M. Walsh. Proposed by Bro. Garvie, seconded by Bro. Jones, "That we, the members of the London District, see the utility of paying the 10s. levy, also the 6d. per week." This was carried with three hearty good cheers for the Union and the general secretary.

At a meeting of the "Thamesmore Relief Fund," held at the Wade's Arms on Wednesday last, it was reported that the fund was getting on in first-class style, and that the benefit which is to take place at the Paragon Theatre of Varieties on March 13 promises to be a splendid success. Tickets may be had from any of the Branch secretaries in the London district, or any of the committee. It is, however, requested that Branch secretaries will forward all contributions they collect for this fund as early as possible so that the amount collected may be published in *SEAFARING* weekly. Tickets for the benefit, subscription sheets, or any information, will be gladly given on applying to James Neill, hon. sec., *Thamesmore Relief Fund*, 17, King-street, Tower-hill, E.

At the Tidal Basin Branch meeting held in the Schoolroom, Feb. 6, Mr. Starkey in the chair; it was proposed by Bro. Robertson that new members be admitted to our Union; carried. The minutes were confirmed. Proposed by Bro. Leverett, seconded by Bro. Jones, that we attend the coal-porter's funeral on Sunday next with band, banner and regalia; carried. Proposed by Bro. Polton, seconded by Bro. Lowe, that we attend the demonstration of the Dockers' Union at the Stratford Town Hall; carried. Proposed by Bro. Simpson, seconded by Bro. Leverett, that we parade the streets on Thursday next with band, banner and regalia for the unfurling of the Gravesend banner; carried. Members enrolled during the week 60.

LIVERPOOL BRANCHES.

At the weekly meeting of Boundary-street Branch there was a full attendance, several members from other Branches being present, Mr. Larkin in the chair. After routine business, the question of the tugboatmen was discussed. Mr. Fagan proposed, "that this meeting condemns the action of the Liverpool tugowners for locking out their men on account of their Union principles, and we resolve to assist the men in their present struggle." This was seconded by Mr. Devlin. Mr. Johnson, who was received with cheers, said he had great pleasure in supporting the resoluton, on account of his knowing a great many tugboatmen. A more tyrannical action could not be conceived than that of the Liverpool Tugowners' Association towards their employes, their only reason for locking out the men being that they (the men) joined a Trades Union, pure and simple. The owners sent a circular to the men in their employ to either give up the Union or leave off work. He was very proud to say they chose the latter to be the lesser of the two evils. But now, as they were locked out, we must stand shoulder to shoulder and give them all the assistance we can, and defeat the Shipping Federation and their blacklegs. (Cheers.) Fellow-Unionists, he said, who are these blacklegs? They are the scum of Liverpool and other large towns, picked up from gaol and workhouse gates, and brought to the floating boarding-house in the River Mersey. These are the men that are a disgrace to the human race—turned out from society, many for criminal offences, as the records of our police courts will prove. Now these men, are the pets of the Shipping Federation, and "true loyal workmen to their employers?" These are the men that have

taken honest men's places, and when the tugs that they are in come alongside of the landing-stage the scabs disappear like magic, until the tug is leaving again. He hoped that all accidents which might happen to these blacklegs would be fully reported, and not kept quiet like the ones in Garston, where three or four scabs get killed every week, and he had no doubt but our coroner will be kept busy for the next week or two. The resolution being put to the meeting was carried unanimously with three ringing cheers for the tugboat men. After a hearty vote of thanks to the chairman and Mr. Johnson the meeting adjourned. (Tugboatmen's meeting see page 4.)

At the weekly meeting of the Bootle Branch, held on Tuesday night last, 10th inst., Mr. O'Hare occupying the chair, there was a good attendance, several members from other Branches being there. After the usual business of passing minutes and financial statement, the secretary (Mr. Connor) gave a brief account of a meeting which was to be held in Hope Hall, to hear the report of the deputation of representatives of the tugboat men, who are at present locked out on account of not signing an agreement drawn up by the tug owners, because they did not think that it was just to them, being too one-sided and leaving too much power in the employers' hands, so they as a body decided that it was better for them not to sign it, and as they did not do so, the employers locked them out, and that is the state of the case at the present time, and not as the newspapers state, viz., that the men are out on strike, brought out by agitators. He also said a few words about the strike in Cardiff. He thought the men could not fail to win, as each class was combined and working together as they should do. This strike was in his opinion a question of whether the employers should recognise the principles of Trades Unionism or not, and if the men could hold out long enough they must gain their point in the end. It behoves every Trades Union and Trades Unionist to do everything in their power to help the men out, both morally and financially, because, if the men won, it meant a great victory for Trades Unionism and combination. He was sure that when the general public came to know the true state of the case, viz., that the employers, through the Shipping Federation, were trying to deprive the men of the power to combine together to protect their own interests, and, if possible, better their hard lot, that the public would do all in their power to help the strikers as they deserved to be helped.

BIRKENHEAD BRANCH.

At the usual weekly meeting, Feb. 4, Mr. H. Mottershead in the chair, the secretary announced subscriptions for the Burke Funeral Fund amounting to £4 14s. 11d. more being expected to come in in the course of a few days. The question of the proposed alteration of wages scale came in for a fair amount of discussion, and it was decided, on the motion of T. McCarthy, seconded by W. Hughes, that handbills of the new wages scale be printed. The secretary dwelt at some length on the state of affairs in the Bristol Channel ports, at the same time urging upon all present to make known as far as possible the desirability of men keeping away from the Bristol Channel ports during the present crisis, so that our brothers in that district may not in any way be handicapped in their struggle to shake off the fetters of the so-called Free Labour League, who were at the present time devising every means to crush the real freedom of labour brought about by the N.A.S. & F. Union, and to bring about the same disgusting and woe-begone state of things existing previous to the existence of the Seamen's Union. Various other items having been gone through, the meeting adjourned after according a vote of thanks to the chairman.

During the past week the Federation have been trying their game in this, the city of the future, to upset the Union programme, and bring blackleg labour, but in each instance have been signally defeated.

GLASGOW BRANCH.

At the usual weekly meeting, Bro. Jamies McQuillan, president, in the chair, it being generally known that our respected townsmen, Councillor T. M. Walsh, the popular and energetic London district secretary, would be present and address the meeting, a crowded and enthusiastic gathering of the members assembled to accord him a hearty welcome. The minutes of the previous meetings, and the weekly balance sheet having been read and duly confirmed, an animated discussion arose on the committee meeting minutes, Bro. Allan moving, and Bro. McPhillips seconding, that in future no application for pecuniary relief of members be entertained or dealt with by the committee, but that all such appeals be made directly

to the general meeting of members, at the same time negativing the committee's decision in the appeals approved of by them at their last meeting. This was unanimously agreed to. Correspondence was then read, the most important communication being from Tower Hill Branch, acent the levy of 6d. per week imposed by that Branch on its members, to provide a fund for the relief of the relatives of the crew of the s.s. *Thanemore*. No comments being offered, the meeting then proceeded to discuss the despicable conduct of some half-dozen members of this Branch, who had taken the B. I. steamer *Geelonga*, to London by the run, and persisted in working by her there, notwithstanding that a strike was then pending in that line of vessels. It transpired in the course of the debate that those "runners," although in possession of something like £10 of their own money, encroached on the London Branch funds to the extent of £9 18s. in all, by inducing its officials to pay their railway fares to Glasgow. Mr. Walsh having explained the ignoble means those parties adopted to secure a free passage home, it was ultimately moved by Bro. C. Wright, seconded by Bro. A. McGregor, and unanimously agreed to: "That these backsliders be called upon to refund the money disbursed on their account before being allowed to work with our members." Several remarks were made by members in regard to some firemen of this Branch who had formed a compact to work in unison with the local riggers in opposition to the general interest of the Union. In the course of the discussion it was evident that several of those men were already repenting their ill-advised proceeding. In answer to a question by Bro. A. McGregor, Mr. Walsh intimated that no fixed scale of runs wages were instituted from London. Mr. Walsh then addressed the meeting, and in a racy and exhaustive speech, gave a very lucid *résumé* of the past and present position of the Union throughout the country, dealing at some length with the Shipping Federation, their allies and officers, who he clearly demonstrated, were chiefly recruited from the ranks of those disgraced place seekers who had formerly held posts of responsibility in our own and other labour organisations, and mountebank-like, were quite ready to sell all the knowledge they acquired to the highest bidder. He concluded by pointing out the grand possibilities that lay in the near future, within the power of a thoroughly organised combination of all kindred Societies in touch with the shipping industry. The chairman and the Branch secretary, in the name of the members, expressed their warm appreciation of Mr. Walsh's able, instructive and practical address, and on the motion of Bro. Bryson, seconded by Bro. Wright, a hearty vote of thanks was accorded him with three ringing cheers. A similar compliment was conveyed to Mrs. Walsh for her kindness in coming from London to grace our Branch festival on the previous evening by her presence. Mr. Walsh suitably responded for himself and better-half, expressing the hope that he should have an early opportunity of returning to visit his Glasgow friends, and that he should also have the honour at no distant date of welcoming Mr. Boyd (our secretary) to London in the same fraternal spirit. A complaint was then listened to from Bro. A. McGregor against John Gilkison, seaman, whom, he had been informed, had made application to be reinstated a member of the local Riggers' Society, contrary to the rules of this Branch. A motion in reference to this was tendered by the complainant, seconded by Bro. McKinstry, that Gilkison be summoned to attend next meeting to answer the charge; failing his compliance to be dealt with in his absence. This was unanimously agreed to. Another complaint was then heard at the instance of Bro. W. Fairley against Bro. Innes for alleged infringement of Union principles in taking charge of the donkey boiler of the s.s. *State of Nevada*, while in the port of New York. A lengthy discussion ensued on the point at issue, the members generally agreeing that under the circumstances stated Bro. Innes was quite justified in the course he adopted. The evening being pretty well advanced at this stage the meeting was adjourned.

DUNDEE BRANCH.

At the weekly meeting, Feb. 9, Mr. J. Donald in the chair, the first business brought before the meeting was the election of a new vice-chairman, in place of Mr. Deuchars, resigned. Two nominations for the office were received, viz., James Petrie and Alex. Smith. Mr. J. Petrie was duly elected by a majority of five votes. The minutes were then adopted. The complaint against three paid-up members of this Union for going the run in the *Sierra Cardova* (as reported in last week's SEAFARING), with men who were considerably in arrears, was then brought before the meeting for settlement. Two of the members against whom the complaint was lodged being present, explained

their reasons for going in the ship. After a lengthy discussion a motion to the following effect was moved by R. Stewart, viz., "That the two members of this Branch who went into the ship, against the orders of the secretary, be fined 5s. each." This was seconded by G. Anderson. An amendment to the motion was then moved by James Laird, viz., "That Messrs. Corrigan and McBain (the two members of this Branch) be fined 2s. 6d., and that the other members of this Branch who went also in the *Sierra Cardova* be fined 7s. 6d., and that they be not allowed to ship until such time as they pay up their arrears and fines." This was seconded by E. Cartengen. Mr. Simpson here moved that the case lie on the table for another week. This was seconded by Mr. Ratray. An amendment moved by E. Cartengen that the complaint against the said men be settled to-night, was seconded by Robert Stewart, and carried by a majority of 10. A vote on the former motion and amendment was then taken, with the following result, there being 13 votes in favour of the amendment, and 3 in favour of the motion. The amendment was therefore carried. As to the length of time they are to be allowed to pay their fines, a motion that the fines be paid in a month from date was moved by A. Y. McDonald, seconded by Mr. Petre, and carried unanimously. The income and expenditure was then submitted and approved. Mr. Thomson, a member of the Branch, then applied to the members to get leave to ship, should an occasion arise for him to do so, he having explained to the members that he fell into arrears through unavoidable causes. His request was unanimously granted.

SOUTH SHIELDS BRANCH.

At the usual weekly meeting, Mr. Blandford occupied the chair, and there was a large attendance. The secretary (Mr. D. Clement) read the report, which showed an increase of members, the total increase representing close upon 7,000 members in connection with the South Shields Branch. Mr. Clement also presented the financial statement, which showed that the receipts during the week had amounted to £88 4s. fd., and that there was a substantial balance in the bank to the credit of the Union. It was resolved that the South Shields Branch have a waiting room at Tyne Dock, in order to afford accommodation to members waiting for tide time. It was resolved to institute a voluntary weekly contribution in aid of the members who were out of employment. Mr. Shelly, of the Coal Porters' Union, London and the North-east Coast, addressed the members, and the meeting concluded with a vote of thanks to the chairman.

At the South Shields Police Court Mr. George Cowie was charged with intimidating a fireman named Thomas Kennedy. Mr. Temperley (Messrs. Botterill, Roche, and Temperley) prosecuted, and Mr. R. Jacks defended. Complainant stated that on Jan. 24 he signed articles at the South Shields shipping office to go as fireman on the s.s. *Fortescue*. On leaving the shipping office he was accosted by defendant and several others, and Mr. Cowie said "Have you signed on?" and he replied "Yes." "Do you know," said Mr. Cowie, "the vessel has gone through the Federation?" Witness replied, "I cannot stop here, I must take the first chance I get because I have no money to pay my way." Mr. Cowie then said, "Give me your Union books." He (witness) who was then a member of the Seamen and Firemen's Union, said, "No, I have paid for the books and I am going to keep them." He was going away to his lodgings at 16, East Holborn, when Mr. Cowie said, "Don't go away; cannot a person speak to you?" They then went together to witness's lodgings and on opening the door he presented the advance note to the boarding-house master, saying, "I have just shipped on board a steamer and this man will not let me go." Mr. Cowie then said, "If you go on board that boat you are a marked man, and you are not sure of your life." He also asked him to go up to their office and they would guarantee him 12s. 6d. a week so long as he was ashore till he got a ship. The landlord, Mr. Hughes, said "You had better go, or you might get hurt." Mr. R. Jacks here interposed, and said as this case was brought under the 16th clause of the Conspiracy Act the terms of the summons did not justify the proceedings. The section of the Act did not apply to seamen or apprentices of seamen. The point was discussed, and eventually the Bench adjourned the case.

NORTH SHIELDS BRANCH.

At the general meeting, Feb. 10, the president in the chair, after the usual routine business, the river delegate, Mr. Brown, gave in his report, which was approved. The delegate made a complaint against R. Henderson, 257; A. J. Battle,

774, Newcastle; J. Bell, 31, South Shields; J. Adder, South Shields; the crew of the s.s. *Ovingham*. The usual fine was put on the members of this Branch. A complaint was brought up why the delegates did not go to the Sailors' Home and get men when wanted, but considering this would get the officials under the lash of the law, it was decided that all men should come on the new quay and look for ships, as that is the recognised shipping office. A member asked for assistance from the Branch as he was in difficulties. The members took the matter into consideration, and it will be brought up at the next committee meeting. A complaint was made about the s.s. *Circassian Prince* signing on scabs, also that a secretary told the men to go through the scab Union. It was moved that a very heavy vote of censure be accorded that secretary; carried by 21. Moved that we have a flag, and a brass plate on the door; carried. Union men are plentiful here, but weekly boats are getting ready for the summer's work. Taking things all through, shipping is looking a little brighter after all the threats of our task-masters. They go in for protection here at the cost of the ratepayer. Numerous constables are standing about idle, staring at the busy officials doing their duty.

WATERFORD BRANCH.

A barque recently arrived at Passage East with loss of sails and bulwarks damaged, having to repair, the captain paid off his crew ("Oh such a crew") supplied by the Shipping Federation at Cardiff. The captain informed one of our members who had been shipmates with him that himself and the mate had to work the ship entirely themselves, for the crew were useless; having been caught in a gale of wind her sails were blown away, these noble crew of scabs being unable to set or take in sail. The ship was placed in great danger, a tug having to go out to her assistance. He applied for Union men, and none but Union men, for he knows where to apply for sailors now, and not the scrapings and scum of the Free Labour Unions. I shudder to think what would have become of her if she had proceeded on her voyage with such specimens of humanity that met my eye when they arrived here to be paid off. I have read the pamphlet of Mr. William Cliff regarding the incompetency of British seamen, but when owners prefer such articles as these to the *bona fide* British seamen they deserve all the loss and inconvenience they bring upon themselves, and are further strengthening the cause of Labour Unionism.

NEWCASTLE-ON-TYNE BRANCH.

At the general meeting, Feb. 6, the minutes and correspondence having been accepted, a discussion ensued regarding the retention of the outside delegate.

At the meeting, Feb. 9, the minutes and correspondence were adopted. A letter was read from Mr. Dynes regarding the Tyne Stevedores' Company, and it was resolved that 100 prospectuses be sent for. Mr. Mansell spoke regarding the collection sheets that had been opened on behalf of Thos. Beattie's widow, and said that the list would now close, £4 1s. 2jd. having been subscribed. After the complaints were disposed of, a long discussion ensued regarding the outside delegate, orders having been received from head offices that the delegate had to be dispensed with. It was resolved that the delegate receive one month's notice. A vote of thanks concluded the meeting.

WEST HARTLEPOOL BRANCH.

At the weekly meeting, Feb. 6, two new members were enrolled. Notwithstanding the present depression complaints were made against five members for missing their passages. In the case of G. Ferguson, who has been previously fined for a like offence, the full penalty of £3 was imposed, £1 to be paid before signing articles, as the members are determined to put a stop to such conduct even at the risk of swelling the Federation scab ranks.

SUNDERLAND BRANCH.

At the usual weekly meeting, Feb. 9, there was a good attendance. Letters were read from London, Scotland and Hartlepool, also one from the chief engineer of the s.s. *Borrowdale*, complaining of a fireman failing to join that vessel, thereby causing inconvenience at the last moment of sailing. The secretary said that they would see that there was a big strike going on at Cardiff and it was every man's duty to watch and prevent any one going from this district to Cardiff. It was evident the owners meant fighting, and they would get some before they were done. Mr. Henderson then gave a report of the Trade Council meeting, saying that a deputation waited upon the Council from the

workers of Messrs. Craven and Speeding's Ropery, who have been on strike for three months. The Council meeting appointed joint committee to act with them, to endeavour to get them monetary assistance, and also with a view of organising them and all women labour in the town.

PETERHEAD BRANCH.

Business of the greatest importance was transacted here this week. One may have an idea when almost half of the members were present—the largest turnout we have had. It will be remembered that our Peterhead seamen drew up a scale of wages, and were determined to stand or fall by them. The first chance they got to break the bargain, eight of them did so by signing at Dundee below the wages. These were dealt with: first, Alexander Watt, fined £3; F. Watt, W. Forman, R. Walker, W. Urquhart, J. Booth, jun., John Brady, C. Birnie, jun., and Joseph Mitchell, were fined 30s. each. It will perhaps teach them and others a salutary lesson that if they make resolutions and break them, they must pay the piper. There is another class who defy the official's work with whom they like, and at what they like, defy all by-laws and all resolutions, don't care whether they go in Union or non-Union ships. We had to deal with another class. Those who love a few days' work with blacklegs, and as Union men go ashore when not working—R. Sandy and John Webster were fined 20s. each, and 2s. per day while they continue breaking the rules, and to be further dealt with at next week's special meeting. Five men from the s.s. *Hope* are to be dealt with at same meeting for same offence, they getting 24 hours' notice to make up their minds. A committee was elected to carry out the wishes of some harpooners to draw up a scale of wages more suitable for A.B.'s and boatsteerers, which will be submitted to same meeting. The auditor's report was read, which satisfied the members as to the stability and correctness of the working of the Branch, and unanimously agreed to. There is a determination that those who do not uphold this Branch must be severely punished or expelled. The idea of a handful of men playing a high game must be stopped. Honest men must be protected at any cost.

GREENOCK BRANCH.

The fortnightly meeting was held on Feb. 3. The secretary gave a lengthened account of the recent prosecutions under the "Conspiracy Acts," and also referred to the fate of the motion brought before the House of Commons for the purpose of amending that law in the interests of Trades Unionism. After discussion it was remitted to the secretary to bring the matter before the Trades Council. The following extract taken from the report of the local paper may not be uninteresting: "Mr. McNaught, of the Seamen and Firemen's Union, drew the attention of the Council to the recent convictions under the conspiracy laws, and also to the debate in the House of Commons on the subject, commenting on the fact that the member for Greenock, Sir Thos. Sutherland, had voted against the proposal to amend the laws. Mr. McFarlan moved, and Mr. Orkney seconded, that the Council petition in favour of legislation on the lines of the Conspiracy Law Amendment Bill. It was also unanimously agreed that the secretary be instructed to write to Sir Thos. Sutherland, M.P., expressing the regret of the Council at his action in voting against this Bill and requesting his reasons for so doing."

MIDDLESBROUGH BRANCH.

At the general meeting, Feb. 9, Mr. W. Bowden (vice-president) in the chair, correspondence was read from Newcastle, Tower Hill, and other Branches, and accepted. It was reported the crew of the s.s. *Bessamer* and two of the crew of the s.s. *Hibernia*, had lost their clothing—the former by the loss of their vessel through collision, and the latter through the stranding of their vessel. Moved by Mr. Wm. Ma lam, seconded by Mr. Chas. Frear, that the men be paid shipwreck claims (30s.); carried. After other business, the meeting adjourned.

LEITH BRANCH.

At the usual weekly meeting, held Feb. 3, Mr. A. Pratt presiding over a good attendance, the minutes and quarterly financial report were read, and were unanimously adopted as satisfactory. The weekly reports were also adopted, after which some discussion took place re the special delegate, and it being agreed that some of the members who are out of employment should have the position, a member was proposed and agreed to. The secretary left the meeting in order to attend the Trades Council meeting in connection with the case of intimidation, and correspondence was read from

the general secretary. A letter was also read from a member re the widow of a member who was lost in the s.s. *Bear*. It was agreed that the secretary write on behalf of the members, expressing sympathy and condolence with her in her bereavement, that he send the shipwreck claim, and a collection be made in the office on her behalf. It was agreed that a smoking concert be held on an early date, and a committee was appointed to carry out the arrangements. Some discussion took place re the entrance fee, and shortly after the meeting was brought to a close.

WALLSEND BRANCH.

At the general meeting, held Jan. 31, Bro. Hindmarch, vice-president, in the chair, Bro. Osborne complained of a report not being sent to SEAFARING. He proposed and Bro. Johnson seconded that a report of the meeting be sent to SEAFARING; carried. Correspondence was read from the head office on the raising of the contributions, Bro. Duncan wanting to know what the penny was needed for. The secretary gave a satisfactory reply to the same, and it was put to the meeting and carried that we pay it. Bro. Bear complained of not having a general meeting every week, as he said that it was passed at the Conference when he was there that each Branch must meet at least once a week, but really in the case of our Branch the members think it a hard job to attend a meeting once a month. In fact he could not manage it himself, and as for meeting every week he could not manage to attend as he did not know what time he had, especially at the work he was now on. He might be wanted, and in that case might lose his job through it. Henry Newton, a member of our Branch who has been off work for nine months, having met with an accident while following his employment, asked if we could do anything in his case as he had lost the use of his right arm and was not able to follow his employment any longer, but he only being a member three months when the accident happened it was considered that we could not do anything, but the secretary would write to the head office and see if anything could be done for him. A vote of thanks to the chairman brought the meeting to a close.

DUBLIN BRANCH.

At the usual weekly meeting, Bro. J. M. Maxwell in the chair, the minutes, financial account, as well as the correspondence having been accepted, the chairman spoke in reference to the loss of the s.s. *Thanemore*, pointing out that by assisting our deceased brothers' widows and orphans in their hour of need we would be doing a service not alone to them but also to our cause. The draft of the scale of wages was then considered, and after a long discussion it was proposed by Bro. C. Langan, and seconded by Bro. Lawless, that the proposed scale of wages be accepted as satisfactory; carried. It was resolved that the secretary be instructed to get the scale printed, 1,000 leaflets to be got. Bro. Kelly then complained that sailors took cooks' jobs. After a long discussion it was resolved that a man that signed No. 4 on the articles only sign as steward, but any man that signed otherwise sign as cook and seaman. The adjourned complaint against Bro. Carroll was then gone into, and after some discussion it was decided that as this was the first offence we only pass a very heavy vote of censure on him, with the assurance that if his conduct was repeated he would be fined the full amount, viz., £3. The chairman then addressed the meeting on the aspect at present before us. Although we were at present engaged in a gigantic struggle with the "Free Labour" Federation in Cardiff he had no doubt but that we would score a crowning victory in that port, for as far as the £80,000,000 of the Federation was concerned, he did not think we need feel any alarm, for it seemed to be only a boast on their part. He considered that small shipowners would gain more by having nothing to do with this Federation. When the defeat came the large owners would have very little competition from the small owners, as the latter would be ruined, and as for the shareholders, he thought their next half-yearly dividend would be very small. If he were a shareholder, he would not take it as an excuse that his money was used for satisfying the directors' spleen in trying the impossible task of breaking the Trades Unions of the present day, and it behoved every man to support to the utmost of his power the Union and their general secretary, in this struggle between capital and labour. He had great pleasure in asking a speech from our godfather, Mr. P. A. Tyrrell, who he was sure we all thanked for his past good work in the cause of Trades Unionism, and were glad to see him once more after his recent illness. Mr. Tyrrell, who was received with loud cheering, said he could not express the

pleasure the occasion gave him, and to be there for the first time in the Branch new hall, for which they owed a debt of gratitude to the secretary for getting almost in the middle of the port of Dublin, and with easy access from both sides of the river. He then referred to the able speech delivered by the presiding brother. He also very ably referred to the efforts the owners were making to break Trades Unions, and to the noble and gallant fight made by the Scotch railway men, who, he said, had gained at least recognition from the country since the danger of overworking men to such an extent as they had been worked, was before Parliament. The British public were made a cat's-paw of, and their lives endangered daily by the avaricious owners. The great principle of Trades Unionism did not consist alone in talk, for except the men subscribed liberally, they could not have a strong Trade Union, and surely it was worth a man's paying the small sum of 6d. a week contributions when such great advantages were to be gained as had been gained by the Seamen's Union of Great Britain and Ireland and other Nations. What treatment had been meted out to the unfortunate mariner by those pious hypocrites in the past? Well, all he had to say was any man that trusted them would deserve worse than what they had before. Their Federation of Free Labour said they did not want to lower the wages. Still, £5 for a run which the Union had got was more than £3 5s. any day, and in the very near future we would send labour representatives to Parliament to get by legislation that which by right was ours. The idle days of the sloths of society were passed. He would like to know how many honest lives had been sacrificed to amass all the wealth that these owners were now utilising to break their Unions. They used it to gain admittance to a so-called free press, to slander the gentleman that seemed predestined by God to lead men from the degradation and starving condition and the loathsome ways of living that had in the past been meted out to them by men who did not deserve the name of man—those that lived a shameless, debauched life—these were the men that were now calling on us to trust them! If any man was so foolish as to trust them he would rue it once, and that would be to the end of his life. Where was the honest man that could stand to-day before his fellow-workers with the stigma of scab attached to him? In conclusion, he would exhort every true man to stand firm by his Union and Mr. J. H. Wilson. (Cheers.) The chairman then addressed a few words of concluding advice to the brothers, telling them to remember all Mr. Tyrrell had been at so much pains to tell them. The meeting then terminated.

KING'S LYNN BRANCH.

At the weekly meeting the minutes, income, and expenditure were confirmed. The secretary stated that since last session two new members had been enrolled at Blyth for King's Lynn Branch. The correspondence comprised letters from general secretary and from South Shields, in respect of tug towing the barque *Olga* from here to the Tyne, bringing runners with her for the said *Olga*. The secretary then introduced A. Westwood, member of the Hull Branch, also the delegate of the s.s. *Humber*, who gave us a short address which was well received. A vote of thanks was passed to the secretary of King's Lynn Branch for paying his official visit to the s.s. *Humber* on arrival and interviewing each man, carried. It was moved by E. Flanders, seconded by W. Newman, that the thanks of this Branch be accorded to the said crew, also to Hull Branch, not forgetting the chief officer, who, whilst shipping an A.B. asking him for his Union card, carried; an example we trust that all chief officers will follow. This being all the business we adjourned.

LIMERICK BRANCH.

At the weekly meeting held Feb. 5, at our new address 24, Windmill-street, the following officers were duly elected:—President, Bro. Frank Reynolds; vice-president, Bro. Thos. Long; treasurer, Bro. David Williams; secretary, Bro. Wm. M'Millan (*pro tem.*); committee, Bros. Tom O'Connor, Patrick Mahoney, Ml. Murphy, Pat. O'Sullivan, Wm. Dynes, Martin Sheare, Patrick Touhy, Wm. Daly, Ml. Stapleton, and Matthew Hanrahan. Other business being gone through a brief discussion took place regarding signing articles by the month when only on a run, as the evidence of the members went to prove that captains of ships could keep any of the men going on runs one month if he desired. The following resolution was proposed by Bro. Wm. Daly, seconded by Bro. O'Connor, that seeing the men of this port suffer by captains signing men by the month when on a run, we resolve, as Union men, not to sign by the month when on a run out of the port of Limerick. Passed unanimously.

NEWRY BRANCH.

At the general meeting held at the Sailors' Home, Feb. 4, Mr. J. O'Hagan in the chair, the minutes, financial account, and correspondence being passed, the secretary introduced Mr. E. Donnelly, organising secretary for Ireland, who was received in hearty sailors' fashion, to present Mr. Dan Lennon with a gold medal for his service rendered in the formation of the Branch and enrolling members, and also giving his premises to the cause, he not receiving any remuneration for the same; it was the award of the late Executive Council. Mr. E. Donnelly, in presenting the medal, said it was with much pleasure that he was there on such a pleasant occasion, and thanked the members for the favour they bestowed on him by calling on him to present this small token of esteem to such a noble gentleman as Mr. Dan Lennon. Mr. Donnelly was proud that the members in Newry had such a friend at their back that the Union acknowledged him by this present that they were giving him, and hoped that he would be long spared to wear it. He hoped the members of Newry Branch would not be slack in their duty if called on to support their brothers who were fighting their battle in another part of the country, for it was better for them to give a little support than to fight themselves. Mr. Dan Lennon, who was received with acclamation, in accepting the medal thanked the members, and said that he had only done his duty as he had promised when Mr. Nicholson, of Liverpool, and Mr. McEvitt came there to establish the Branch. He was proud that their efforts had not proved in vain, and bore good fruit. If ever any class wanted organisation it was the sailors and firemen. Now he was proud they had one, and one of the most powerful in existence, which they all had a right to be proud of, and as far as he had heard they had also a right to be proud of their general secretary, Mr. J. H. Wilson, for he assured them the way that crimps and loafers, and persons of a low character watched and robbed them was a disgrace to the civilised world, but he was glad that they had a bright future ahead of them if they stood loyal together. If they did not, it would be their own faults, and they would be far worse dealt with than ever, which they would deserve if they neglected their duty in keeping their contributions paid up, and a clear card. He assured them that he would be only too happy to be ready at their call in future at any time. It was moved that that meeting approved of the resolution passed at Drogheda in reinstating the members of the crew of the *Tredagh*, and that all stand by them, and anyone going in their places be considered as blacklegs, scabs of the deepest dye. This was carried unanimously. It was also resolved to remove our meeting place to Mr. Dan Lennon's. Mr. P. McCourt moved that the meeting accord their best thanks to Mr. E. Donnelly for the very able address delivered by him, and he hoped that he would soon come amongst them again; seconded by Mr. Thos. McShane, and carried with three times three. Mr. E. Donnelly, in replying, said he had great pleasure in being there to perform such a pleasant duty as their secretary had requested him to do, and also regretted that he could not be with him, as he requested, in Dundalk to-morrow night, and thanked them very cordially for the kind reception that they gave him. He moved a very hearty vote of thanks to their chairman for the able manner in which he conducted his meetings. This was seconded by Mr. Thos. McEvitt, and the motion was carried with cheers for the Union and its officials.

DROGHEDA BRANCH.

At the general meeting, Feb. 6, president Mr. P. Finnigan in chair, correspondence was read, including several letters addressed to the chairman from the crew of s.s. *Colleen Bawn*, who were summoned to attend their Branch to answer the charge of sailing two hands short. They stated they were unable to attend on account of their early sailing, but were willing to abide by the decision arrived at by the committee of the Branch. After some remarks, Mr. P. Murphy moved that the committee sit and investigate the case and then submit their decision to the general body; seconded by H. McQuirk, and carried unanimously. Being one short of a quorum, Mr. Moonen was elected *pro tem.* on the committee, which adjourned, and after half an hour's discussion the following resolution was moved by Mr. P. Murphy, that the crew of the *Colleen Bawn*, 11 hands, be hereby fined in the sum that the two hands would earn in that time, namely, £5 2s., and that each pay his proportionate share. This resolution was submitted to the meeting, and carried by a majority of 35 against 1, with cheers. Then came the pilots' grievances. Mr. J. O'Rourke moved that the pilots be summoned to attend a special meeting for themselves, and arrange their own business, seconded by Mr. T. Owens, and

carried, Wednesday 11th at 7.30 being arranged for that meeting. Mr. Moonen moved that next meeting night be devoted to drafting a scale of wages; carried unanimously.

DUNDALK BRANCH.

At the general meeting, Feb. 3, Mr. Michael Green in chair, minutes and financial statement being accepted, Mr. Thos. Feaghy was enrolled in the capacity of steward. The meeting approved of the resolution passed by Drogheda members in getting a slate in the office for the names of unemployed members so that engineers and captains can see where they can get men without going to loafers and drinking places, or boarding-house keepers as they have been accustomed to do. A lengthy discussion took place on a new scale of wages, and it was decided to get the opinion of the other two Branches.

At Thursday's general meeting, Mr. Green in the chair, the minutes were confirmed, and financial statement and correspondence accepted. The secretary then said that he had one of the most pleasant duties to perform since he came amongst them, namely, to present their well-deserving friend, Mr. Mich. Green, with the award of the late Executive Council for services rendered on behalf of establishing this Branch in Dundalk, and in his untiring efforts in enrolling members therein. The secretary stated that he was very much obliged to the members for the honour bestowed on him by calling on him to present this token to their worthy president, and hoped that Mr. Green would be long spared to wear it in honour of the Branch that he had done so much to establish. Mr. Michael Green, in accepting the same, thanked the members very much for their presentation for the little that he had done for the Branch. Whatever he had done it was not for any reward for himself, but because he was glad that the seafaring class were combining together, as there was not any class of men worse treated, both by their employers and by the law of the country, until their Union had been formed, for which praise was due to Mr. J. H. Wilson—(cheers)—and also to that grand old man, S. Piemsoll, Esq. Now that they were started he urged on them to stand loyal by their officers, and loyal to the cause, for if they slackened even one inch, they might depend that the employers were waiting to take in that slack inch. He hoped there was not one member there that would ever be slack, but always stand by every favourable chance to take in more. (Great cheering.) Mr. J. Kelly moved that we, the members of the Dundalk Branch, express our heartfelt confidence in our general secretary, Mr. J. H. Wilson, and the Executive Council, for his untiring labour on our behalf, and wish him to be long spared to crush the enemy, as he had done in London in the case of *Fairplay*. A vote of thanks was also passed to S. Piemsoll, Esq.

AT Grimsby Borough Police Court, William Charles Barnes, master of the Grimsby steam trawler *Urania*, belonging to the Grimsby Union Steam Fishing Company, was charged with not having at all times the boat ready for use, contrary to Section 292 of the Merchant Shipping Act. On the day in question the *Urania* was fishing on the Great Fisher Bank in the North Sea. At 9.30 at night they were on the homeward voyage to Grimsby. When 160 miles N.E. of Spurn they came into collision with a vessel unknown. The *Urania* was believed then to be in a sinking condition. The boat was ordered to be got out, when it was found that there was a wire rope across the stern, as a lashing to secure the ends of the trawl beam, and it took some minutes to pull it clear. When the boat was launched there was no painter made fast to the ringbolt in the after part of the boat. In addition to that the holes were not plugged, and there were no corks in the boat to plug them with. Fortunately, a broom shaft was found in the bottom of the boat, and out of this two plugs were made. Had the effects of the collision been more serious, there was very little doubt the whole of the crew would have lost their lives, because the vessel which collided with the *Urania* did not stand by, but kept on her course. The *Urania* was taken in tow the next day and brought into Grimsby. The Board of Trade wished to impress upon the masters of vessels this responsibility, and to show that it was very necessary that they should have an eye to the boats, and see they were in proper order. This was the first prosecution of the kind in Grimsby, and the Board of Trade did not ask for the full penalty to be inflicted (which was £50), but that a nominal fine should be imposed, to show that the regulations as described by the Act of Parliament must be strictly carried out. The magistrates inflicted a fine of 21s. and £1 3s. 6d. costs.

YARNS.

CLVIII.

SAM TWINKS'S BABY.

"Can anybody tell me what's come over those inseparables—Twinks and Slimp? I haven't seen either of them for twelve months, or thereabouts," inquired Sudkins, the soap manufacturer's drutnmer of a few of his brother commercials, within the cosy room of the "Black Tiger Hotel," Wurzelthorpe.

"Yes, I can enlighten you," spoke Brown (Roaster's Chocolate, London), "they're anything but pals now. But how the pair fell out is a longish story, and a funny one. If you don't mind I'll tell it; so order drinks, and fill your pipes."

"Well," continued Roaster's man, when the requirements of his audience had been attended to, "most of you will remember that Twinks and Slimp were as thick as anything; folks used to call them the Siamese twins. Let me see—I imagine Slimp was in the cigar line, and Twinks boomed some newly-patented button."

"Now, Twinks, who lived in Exeter, was married, and Slimp was engaged to a very stuck-up maiden, Miss Patty Crouper, who was head of the costume show-room in Jones and Robinson's establishment in this same town. Strange, although they were such cronies, neither had seen the other's lady."

"Well, last spring Twinks brought his missis with him to Wurzelthorpe, in fact they stayed in this very hotel, and while Sammy was doing business the lady thought she would take a trip to Puddingford to see her aunt who is resident there. She had with her the only baby, which at that time was about six months old."

"There was a deuce of a crowd at the station, as it chanced to be the first day of the Puddingford races. Mrs. Twinks, burdened as she was with the kid, couldn't get near the booking-office, and she wandered about the platform, meaning to wait until the crush slackened."

"Curiously, Teddy Slimp almost at that moment escorted his lady-love to Wurzelthorpe Junction, it being the intention of the pair to go to the races, the sweet Patty Crouper having got a holiday."

"On account of the crowd, Teddy perceiving that the operation of procuring tickets would take up some little time, conducted his Patty to the ladies' waiting-room, with an injunction to make herself as comfortable as possible until his return."

"Well, while shoving his way to the booking-office, Teddy accidentally stumbled against a very handsome young lady, carrying a baby, who was none other than Mrs. Twinks; but, as I mentioned before, of that fact Slimp was not aware. After Slimp had humbly apologised for his awkwardness, he praised the appearance of the infant, and made minute inquiries respecting its age, temper, and general health."

"The affable manner of the dashing Mr. Slimp completely won over mamma, and Teddy expressed great solicitude to know if he could be of any service to her—pressing on the lady his attentions as importunately and politely as if he were bothering a stubborn customer to allow him to book an order for his patent buttons."

"Sad to relate, although Patty Crouper was within hail, Slimp and Mrs. Twinks,

began to flirt desperately; the fond mother ever and anon kissing her offspring in a rapturous fashion that filled the amorous soul of the gay young Teddy with envy.

"Suddenly the lady exclaimed, 'How awfully stupid I am! I have left my umbrella in a shop. It isn't very far; if you will kindly hold baby for a moment I'll go and fetch it. I won't be long.'

"Well, gentlemen, what could Mr. Slimp do? I dare say being placed even in temporary charge of an infant was embarrassing and distasteful to him, but of course he could not, with any degree of courtesy, decline to accede to the mother's request.

"He awkwardly took the cherub from its fond and fascinating parent, and with the heartfelt hope that the baby would not begin to cry while under his care he seated himself, holding the child on his knee in the clumsy fashion peculiar to unmarried men.

"Minutes passed; the mother did not return, and naturally enough a cold sweat bedewed the forehead of Mr. Teddy Slimp. A terrible suspicion crossed his mind that the infant which he had been hoodwinked in looking after had been left on his hands by an unnatural mother, who wished to rid herself of the responsibility of maintaining it. He had frequently read of such dodges, and the poor fellow, in consequence, suffered agonies of impatience and suspense.

"After an interval Miss Crouper became weary of waiting, so she left the lady's room, and made her way along the platform. Then, to her utter amazement, she beheld her Teddy, who had parted with her in such high spirits a few minutes before, seated, nursing a baby, and looking very sheepish and unhappy.

"The young lady rather severely asked her lover, 'Whose child is that?' The answer Mr. Slimp gave was so confused and unsatisfactory that a horrible suspicion filled the mind of Miss Crouper. She at once jumped to the conclusion that the helpless baby had something to do with an illicit amour of her lover's, and that it had been abruptly consigned to his charge by an outraged maternal parent in revenge for Mr. Slimp's heartless conduct in basely deserting her.

"Miss Crouper soon hysterically informed Mr. Slimp of the nature of this surmise, and the unfortunate man evinced such trepidation that the young lady was convinced she had guessed somewhat near the mark.

"'It's all right, my dear,' the unhappy Slimp pleaded in faltering accents; 'the child's mother will be here in a minute, and explain everything.'

"'What!' shrieked Miss Crouper, in tones of virtuous indignation. 'Do you think that I would hold any intercourse with a wretched creature of that description? Have you no more respect for me, sir!'

"'Be calm, my dear,' urged the disconsolate Teddy; 'you are entirely mistaken, I assure you.'

"'Dear! don't dear me, sir! Go to the miserable partner of your guilt,' indignantly exclaimed Miss Crouper. Then, with a withering look of scorn at her desponding sweetheart and his innocent charge, she swept off in all the offended dignity of the 'head' in Jones and Robinson's costume show-rooms.

"Still the mother did not turn up, and Slimp glared savagely at the babe. The despairing Teddy had probably in his mind a feeling that Herod, instead of being held

up to obloquy for disposing of the infants, should, instead, have been accounted a public benefactor.

"But now the hapless youth had more annoyance to face. The angry remarks of Miss Crouper had not, of course, escaped the attentions of the crowd, and most naturally the surrounding folks adopted that young lady's view of the situation. A number of men and women thronged round the despairing Slimp, and were profuse in their severe comments regarding his supposed heartless conduct.

"'Poor little darling. What a shame!' sympathetically exclaimed one lady.

"'It serves you right, young man,' remarked a portly gentleman.

"'Why don't you marry the girl, you brute?' indignantly shouted a sour-faced damsel, and this suggested reparation by Mr. Slimp for his supposed deceitfulness found universal acceptance in the assemblage.

"'Yer needn't deny it,' humorously remarked a beery individual in answer to a vigorous protestation on the part of Slimp that he knew nothing about the infant. 'Hanybody can see with 'arf an eye that it's yourn; the kid's got yer werry bloomin' mug!'

"At this moment the baby, which had hitherto preserved a very placid demeanour, began to yell vociferously; so in an agony of disgust and mortification, poor Slimp rushed with it through the jeering crowd, and sought an interview with the station-master. That functionary, however, declined to take the infant into his custody, and advised Mr. Slimp to convey it to the police-station, and apprise the officials there of the circumstances. To that establishment the crest-fallen Teddy rushed, the baby all the while emitting continuous ear-piercing screams, and reported the matter to the inspector on duty. To his absolute horror that officer smiled incredulously, and said, 'Young man, you ought really to do the honourable thing, it will be better in the end.'

"Was the poor devil Slimp never to be believed? Teddy implored the officer with such earnestness and persistency that the latter at last gave way, and, calling the housekeeper, placed the baby under her care.

"Slimp then left the police office as happy as the individual in the Eastern tale, when he had got rid of the Old Man of the Sea. Before he had walked fifty yards, however, he met, to his utter astonishment, the mother, accompanied by his pal Twinks!

"The lady frantically screamed, 'There he is, Sammy, the brute who stole our chee-ee-ild! My poor darling! What have you done with her?'

"Twinks, with his eyes staring out of his head, exclaimed, 'Impossible, my dear, why that is my friend Slimp, of whom you have heard me speak so often!'

"Explanations followed. The fond mother in returning with her umbrella, stupidly made her way to the *wrong* platform (as you well know, Wurzelthorpe Junction is as confusing as the one at Clapham), and not finding a man with her child awaiting her return, had, at once jumped to the conclusion that her offspring had been stolen. In a state of frenzy she hastened to the 'Black Tiger' here, to acquaint her husband of the fact (Twinks hadn't started on his rounds), and the pair were on their way to the police office to report the matter when they met Slimp.

"When the baby was recovered, Slimp

said to the Twinks couple, 'The business has got me into a deuce of a trouble with my girl, you'd better come to her house with me and have the misunderstanding cleared up.'

"That was satisfactorily arranged, and Patty, ashamed of her unjust suspicions, was only too glad to make it up with her lover.

"A little more remains to be told. Shortly afterwards Slimp married Miss Crouper. Having had a little insight into his flirting propensities, the missis was so jealous of her husband, that she insisted on him giving up the road.

"Slimp is now shop-walker in a drapery establishment in Liverpool, where his better-half can fairly well keep him under her immediate eye. She meets him when business is over, and never allows the poor wretch out of her sight for the rest of the evening.

"As for Twinks, he kicked up a deuce of a row with the old woman for making so free with a strange man, and leaving the youngster in his charge. Why, he even had a private detective watching his wife for a while. He, too, has given up travelling, and has taken a tobacco shop somewhere in the East-end of London. Thus he can keep his missis better under his loving supervision.

"The former pals have only met once since, when Twinks, the blessed jealous fool, was beastly insulting to the innocent Slimp. They nearly came to fisticuffs; and now, needless to say, there is no correspondence between them.

"Such, gentlemen, is an account of the ruction between the once inseparables—all on account of Sam Twinks's blessed baby."

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